

THE CHRISTIAN SCIENCE MONITOR

"First the blade, then the ear, then the full grain in the ear."

EDITORIAL

Boston, Mass., Friday, March 5, 1909.

The Policies of President Taft

PRESIDENT TAFT's inaugural address may be taken by the country as an assurance that so far as the executive arm of the government is concerned, procedure will be calm, deliberate and orderly during the next four years.

The work of improvement—which began with the foundation of the republic—will, of course, be continued, but the methods which will be pursued under the new administration, as indicated by the tone of the President's initial utterance, will be different from those recently in vogue, but no less effective for being so.

Mr. Taft exhibited consummate skill in framing his inaugural in such a manner that it would be satisfying to a very anxious people and yet free from offense to his friend and predecessor. He takes pains to defer to the legislative branch of the government, and to inform the business interests of the country that reforms will be enforced in a spirit which "will secure freedom from alarm on the part of those pursuing proper business methods." "American business can be assured," he says, "of that measure of stability and certainty in respect to those things which may be done, and those which are prohibited, which is essential to the life and growth of all business."

He seems to have prepared his address from beginning to end with the one great purpose of inspiring the country with confidence. Every line of this truly great state paper breathes sincerity and a determination on the part of the chief magistrate to so administer the affairs of the nation that its people shall be blessed with tranquillity and prosperity.

It is quite likely that the Cubans will refrain from pressing the exclusion land bill recently introduced in their Congress. While they undoubtedly have assurance of their right to exclude aliens from ownership of lands or mines on the island, yet they cannot now be ignorant of the fact that such a move would be regarded in this country as a most unfriendly one, that it would result in checking the present development of their country, and that it would lead eventually to conditions which would be disastrous to the republic. The foreign holdings in Cuba are estimated at \$2,000,000,000. These would not be impaired by any action that the Congress might take now, except in so far as this action might injure the general prospects of Cuban investments.

Americans are said to be interested in Cuba to the extent of about a quarter of the amount named. They are constantly adding to their holdings. Americans and Europeans alike will continue to be heavy investors in that country if peace shall be preserved there and property in the republic shall receive adequate protection.

Recent reports from Cuba are optimistic. It is held by visitors who have been close observers of existing conditions, that the great majority of the people are disposed to welcome foreign capital, foreign enterprise and foreign energy. The radical element there, as elsewhere, it is contended, makes the most noise, but the conservative element is in the ascendant, and no false moves will be made.

This news is cheering on every account, but principally because it means peace and prosperity for the Cubans themselves.

Capital and Labor

THE COOPERATIVE experiment which is now being carried out at West Hartlepool between Sir Christopher Furness and the workmen employed by his firm is attracting the greatest interest not merely in England, but throughout Europe. The Hartlepoons are the descendants of the little Saxon town which, some thirteen centuries ago, grew up round the Durham monastery of which Hilda was the abbess. As early as 1171 it

had become one of the harbors of the north, and from that time it has grown steadily, until it is today the site of the huge shipbuilding yards of Sir Christopher Furness.

For some years past this great business has fallen on evil times. Not in the least on account of bad trade, but on account of perpetual strife between the firm and its workmen. Last autumn the condition of things grew so bad that Sir Christopher seriously contemplated permanently closing his yards. Recognizing, however, the intense suffering which this would cause in the district, he determined to make one final effort to bring about a harmonious condition of affairs. He accordingly called together the secretaries and delegates of all the shipbuilding trades unions in the county and submitted two proposals to them. The first was that they should buy the yards from him outright, the second, that they should become partners with him in working them, on the distinct understanding that there should in future, in no circumstances, be any resort to strikes, but that every point of difference should be referred to a tribunal, whose decision was to be accepted absolutely, without reserve. The meeting to which this offer was made was held in the theater at West Hartlepool, in October last. There was at first a tendency among a number of the trades unions' leaders to regard it as unworkable, but upon examination it was found to be so fair that the unions voted to accept the offer, on an experimental basis, for one year.

Having secured the cooperation of the unions, Sir Christopher next called a meeting of all the employees of the yards. He explained to them the terms of his agreement with the unions, and pointed out to them that if West Hartlepool was to maintain her position in the shipping world it could only be through the utmost loyalty and zeal of all parties to the new arrangement. As a result the proposed system was accepted without one dissentient voice, every man pledging himself to support the scheme zealously, industriously, loyally.

In the short interval which has elapsed since then the success of the new arrangement has been beyond question. The old spirit of strife has vanished, and instead the work of the yards is being carried on with the utmost harmony and cooperation.

THE public hearing before the committee on fisheries and game on a question relating to the hunting season was a one-sided affair. "Sportsmen," say the reports, "were present from every part of the state," but the hunted things raised no voice or protest, nor was any heard in their behalf.

Shall We Have an Income Tax?

THE RESOLUTION introduced by Representative Hull of Iowa a few days ago calling upon the secretary of state for information regarding the income tax laws of England, France, Germany and other countries in Europe, is taken in some quarters as another indication that the ways and means committee, of which Mr. Hull is a member, is considering various schemes for meeting the present and prospective deficit, in case of a general scaling down of the tariff schedules. In other quarters, however, it is taken to mean the ways and means committee is fortifying itself with information bearing upon revenue, at home and abroad, in anticipation of the points likely to be raised during the extra session, and it is held it has no other significance whatever.

We have not been very successful thus far with income tax experiments, and it would be folly for the ways and means committee to anticipate any income from a tax which the supreme court of the United States has once declared unconstitutional and which it is not likely to view with any greater degree of tolerance now than it did in 1894. It is possible that the objections which were raised to the tax then might be overcome by a new measure. President Roosevelt seemed to think that this would be the case when he recommended the enactment of such a law, but it is the prevailing opinion among eminent lawyers that the constitutional difficulties in the way are insurmountable.

An income tax is always unpopular; that is to say, more unpopular than almost any other form of direct taxation; more unpopular even than the personal property tax, the repeal of which is so persistently sought on moral as well as other grounds.

Whatever Representative Hull's purpose in seeking the information referred to may be, there seems small probability of the enactment of an income tax, even though it be true, as reported, that President Taft will favor it.

WHILE considering the subject of conservation of natural resources in this country, and expressing more or less amazement over the magnitude of the projects, it might be well, perhaps, to look around with the view of observing what is going on in this line elsewhere. For by no means is the United States the only nation planning or actually doing great things. In a quiet way some of the greatest public works ever projected have been carried out in Egypt by the British government, or under its auspices, during the last few years.

American readers are familiar with the great dam across the Nile at Assuan. At the time this stupendous piece of masonry was planned, and even up to its completion, it was held by many that the engineers had designed it on extravagant dimensions. It was intended to hold 1,000,000,000 tons of water; it is now being heightened so its capacity may be increased to 2,300,000,000 tons. Since this gigantic structure was raised, however, another dam, or barrage, has been put in operation at Assiut, and a third at Ziftah. And now a fourth, begun in 1906, has just been completed at Esneh. This is about 3000 feet in length and is 30 feet above high water mark.

These and other costly constructions are part of the great Nile irrigation system, upon the establishment of which the British government entered immediately following the occupation of Egypt. Already the fertility of the Nile valley has been brought to a higher point than it ever reached before, and the capacity of production of the lands along the Nile will be greatly increased by this latest improvement and by other schemes in contemplation.

In fact, British genius and British enterprise are making possible in Egypt a degree of prosperity such as was not known in that country even in the palmiest days of the Pharaohs.

This, however, is only an example of the marvelous public works which are being carried out all over the world. The greatest of existing power stations is being erected at Johannesburg in connection with the Victoria falls. The Zuider Zee is being slowly reclaimed by the Dutch. The Tonkin-Yunnan railway is being completed by French in China. The Cape to Cairo railway is in construction in South Africa, while a scheme for connecting the Baltic with the Black sea by means of a canal is under consideration in Russia.

Boston can find no fault with Herr von Heymel's judgment to the effect that real Americans are to be found only in Boston. True, he included Philadelphia, but we will not chide him unduly for that. His compliment to Boston was graceful enough. But what will New York and Washington say? According to our German critic those cities have no American types. Their women are "international."

The Hon. Charles Warren Fairbanks

SO MUCH interest centered in Mr. Roosevelt during the closing days of the late administration that little notice was taken of one who had been next to him in succession for four years, and who was among the most prominent of the rivals of William Howard Taft for the presidential nomination in the Republican national convention at Chicago last summer—Charles Warren Fairbanks.

It must have been out of deference to the modesty of this man that when the members of the United States Senate on Wednesday undertook to give some expression to their esteem for him, they deemed it most fitting to do so behind closed doors; and this exhibition of delicacy was not the least of the remarkable features attending the tribute which they paid to their retiring presiding officer. The entire membership of the Senate, regardless of party lines, presented him, through Senator McCumber, with a beautiful and costly silver service; the Democratic members, on their own account, through Senator Daniel, presented him with a loving cup, and we are told that the remarks of the speaker for the minority were as full of appreciation and feeling as were those of the speaker for the majority, whose words embodied at once a testimonial to the ability of Mr. Fairbanks as a legislator, to his unvarying fairness and courtesy in the chair, and to his kindly nature as a man. "Reference was made by both speakers," says the news despatch, "to Mrs. Fairbanks and her delightful hospitality, and the Vice-President especially thanked the senators for these expressions. Then practically the whole Senate surrounded the rostrum and all shook hands with Mr. Fairbanks."

Thus ended the episode, a most gratifying one to all those who are at all informed with regard to the real Charles Warren Fairbanks, who has probably been misrepresented as often as any other man in the public life of today.

The Rejuvenation of Egypt

HARRIMAN, the secretive strategist, wresting great interests from men who handled a nation's funds, and Harriman, the railroad builder, the developer of traffic, the pioneer of industrial life in trans-Missouri regions, are apparently two very different aspects of one individual. His building up of a great railway system has been described by a writer in the Outlook as the fitting of the slipper of efficiency to the Cinderella among railways, and it is made plain by this cordial review of his operations, covering the past twelve years, that it was not only the purchasing of the Union Pacific and its tributaries, together with the Huntington interest in the Southern Pacific, that showed his genius; but more especially the standardizing of the railway lines acquired.

It was the methods Harriman used for giving efficiency to his system which show him superlatively able. The very chiefest of these in importance was his choice of men to aid him. He chose two men who would seem almost to share with him in mandatory power over the great system of 18,000 miles, one to have charge of operation and maintenance, and one to have charge of traffic. Perhaps these two were each greater in their way than Harriman; it is even more than likely that they were. He asked them to perform certain herculean tasks in reducing time across the Rockies and in reducing expense in handling traffic. They did it, and the story of how they did it is absorbing. But the more striking story is of Harriman putting his finger on the very man who could perform these marvels of service.

Not only in the chief positions for executive work are good men needed, for it appears it is a custom of Mr. Harriman to seek men in the ranks of his service continually, men who can be promoted. Another habit he has is to take on each of the twenty-six divisions of his system two employee students, usually college men recommended to his general managers by presidents of universities. These men do not always prove worthy of promotion, and for that matter neither do the uneducated. But for the latter class he has as keen a relish, and searches them constantly for ability. To study men, keep them efficient by safeguarding them from dissipation, promote them as fast as they show ability, keep his hands off their job as long as they can perform it, and supply the stimulus of greater achievement to them all by his own performances—these are the striking reasons why this man who has swung millions has an efficient service back of him to make him a great public servant. He has himself served men, and they in turn serve him. Efficiency lies primarily in men, and the quality of knowing men discovers it.

ONE way to settle the question of wine and cigar purchases by Boston's officials for the entertainment of distinguished guests would be to discontinue the entertainment of distinguished guests in this way.

Shall We Help Rebuild the Italian Cities?

AMERICANS engaged in the building material trade, in common with those of like calling in all other countries, will be afforded an opportunity of competing for a share of the business consequent to the rebuilding of the Italian cities in the earthquake zone of December 28. According to an announced plan of procedure, civil engineers will lay out building lots in the areas of the cities where reconstruction will first be undertaken. This will be done as the debris is removed. Native and foreign contractors will then be invited to bid on the different classes of buildings, dwellings, business houses and public structures, and with the view of promoting economy and efficiency, and with a view also to determining what materials are best for building purposes, an exhibition is to be held at Milan, where dealers in supplies for the building trades, as well as architects and contractors, will be privileged to make displays of drawings, samples of materials, descriptive catalogues and photographs.

By way of encouragement to exhibitors, prizes of 3000, 2000 and 1000 lire (\$579, \$386 and \$193) are offered for the exhibits which shall be judged the most valuable. The society of engineers and architects which is conducting the competition will further compensate prize winners in case any of their exhibits shall be put to use, a right to use them, with or without modification, being reserved.

It is unnecessary to say that this is purely an affair of business. It is so regarded in Italy, which is proceeding along practical and intelligent lines. Sentiment is not expected to enter into the selection of designs, the choice of materials or the letting of contracts.

Americans should not hesitate to enter into the competition. The business offered is legitimate, and it may be sought legitimately. Italy is looking for good service only; we should be able to contribute very largely to her needs.

A MAN named Joseph Joseph Joseph, Roumanian by birth and nationality, was among the last of the aliens to enlist in the United States army. This name has its advantages as well as its disadvantages, no doubt, especially in a country where people are given so strongly to abbreviation.

OKLAHOMA has contributed as much as any other cause to the indefinite postponement of statehood for Arizona and New Mexico. Other baby states during late years have been more or less guilty of radical legislation, but Oklahoma became rather extreme in this particular. However, much of the responsibility for this rests upon those statesmen in Washington who gave too hasty approval to her constitution, and the lesson taught has not been lost upon Congress. This is made evident by the fact that continuing members of the House and Senate in the session just closed, who are not particularly adverse to the admission of Arizona and New Mexico, and who may eventually favor the present or some other statehood bill, have almost invariably excused their demands for postponement on the ground that they desired to examine more closely into the various features of the proposed constitutions for the new commonwealths.

Of course there are other causes, obstacles of equal moment, but all of them are removable, and it lies in great measure with the aspiring territories themselves to remove them. Some of them are even now disappearing before the wonderful growth of the Southwest—a growth which is bringing about changes that cannot fail at an early day to invite and make absolutely necessary the action which has been again deferred.

On His Shining Side

Arizona and New Mexico Later on

CABINET MEMBERS SWORN IN TODAY AT WHITE HOUSE

Chief Justice Fuller Administers Oath to Six Holders of Portfolios Under Taft Administration.

SENATE CONFIRMS

Appointment of Loeb Goes Through, but Those of Two Others Are Held up in That Body on Objections.

WASHINGTON NEWS SUMMARY.

Ex-Governor Gulliver mentioned for Italian embassy.
Joseph G. Cannon to be reelected Speaker of the House.
Indiana women want wine banished from White House table.
President Taft's cabinet sworn in at White House.
Permanent club quarters for Republican League for Washington.

WASHINGTON—Six members of the cabinet, headed by Secretary of State Knox, were sworn in at 10.10 a. m. in the cabinet room of the White House today by Chief Justice Fuller of the supreme court of the United States. In addition to Knox, those taking the oath were Hitchcock, Meyer, Ballinger, Wilson and Nagel. Attorney-General Wickersham was sworn in at this office late Friday afternoon. Franklin McVeagh, who is to be secretary of the treasury, and Jacob M. Dickinson, who is to be secretary of war, have not yet reached the city.

Outside of the formal oath-taking, the swearing in of the cabinet officers was absolutely without ceremony, and the only persons present except President Taft were Senator Burton, Secretary to the President Carpenter, John Barrett, chief of the Bureau of American Republics, and Richard Harlan, a son of the associate justice of the supreme court. The President congratulated each of the cabinet members, as the ceremony was completed and then pitched into the day's work, which consisted mainly of shaking hands with a great crowd of visitors.

Attorney-General Wickersham, when he went to the department of justice Friday, and took the oath of office to succeed Mr. Bonaparte, acted under a misapprehension. It was the President's intention, and it has been the precedent for a great many years, to have the members of the cabinet sworn in by the chief justice at the White House. Mr. Wickersham did not know this, and, qualified nearly 20 hours ahead of his colleagues.

Assistant Secretary of State Huntington Wilson was sworn in at the state department. The Senate, that met Friday afternoon in response to the call issued by President Roosevelt before his retirement, finally confirmed President Taft's nominations for members of the cabinet after considerable argument and criticism, but the nomination of William Loeb, Jr., to be collector of the port of New York, together with three other appointments, was held over.

Mr. Loeb was Mr. Roosevelt's private secretary and the appointment was made at Mr. Roosevelt's request. It was held up at the request of Senator Bailey of Texas. Mr. Bailey objected to confirmation, claiming that Mr. Loeb had misrepresented him, as he could show by documents.

The Senate this afternoon confirmed the nominations of William Loeb, Jr., to be collector of customs at the port of New York, and Beckman Winthrop of New York to be assistant secretary of the navy. The names were held up Friday on objections in that body.

The appointment of Lewis Dalby of Virginia to be an Indian inspector was held up at the request of Senator Lodge of Massachusetts, who objected to immediate consideration till certain charges against Mr. Dalby could be looked into.

Action on the appointment of John P. McDowell of Illinois to be receiver of public moneys at Williston, N. D., was also deferred.

FOR FURTHER WASHINGTON NEWS SEE PAGE 4.

SPERRY FOR HEAD OF NAVAL COLLEGE

NEWPORT, R. I. — Rear Admiral Charles S. Sperry, the commanding officer of the Atlantic battleship fleet, who will be succeeded by Rear Admiral Schroeder, may spend the coming spring and summer at Newport. The intimations among navy people at Newport are that Admiral Sperry has expressed his willingness to accept the presidency of the Naval War College in relief of Rear Admiral John P. Merrill, retired, who still remains in active service.

The acceptance of the presidency of the college, which post Admiral Sperry filled many years ago, will carry with it the command of the second naval district, or the Newport naval station and a place on the naval general board, all of which is now held by Rear Admiral Merrill, who wishes to retire.

President Taft's First Tariff Proclamation

WASHINGTON—President Taft issued his first proclamation this afternoon, calling the 61st Congress in session on March 15 for the purpose of considering revision of the tariff.

POETRY SUSTAINS A VITAL INFLUENCE TO HUMAN LIFE

Professor Griggs Calls It the Combination of the Arts and Highest Expression of Literature.

"Poetry sustains the most vital influence to human life of all the arts, for poetry draws from sculpture, painting and music the emotions of each, and combining them in one, interprets this combination with its bearing on human experience," said Prof. Edward Howard Griggs in his lecture this morning at Tremont Temple on "The Meaning and Function of Poetry."

Professor Griggs further said: "Poetry is the highest expression of art in literature and is the ideal and most truly characteristic example of word painting; the value of words in poetry does not lie so much in what they say as in the company they keep or the appeal they make to one's imagination and association, the image of the train of thought provoked."

The lecturer drew a strong comparison in the appeal of sculpture, of painting and of poetry, showing that while poetry afforded a less immediate portrayal for vision, its conceptions were more freed from purely sense association; he spoke of poetry as dealing distinctively with and dependent on time-relation and succession. As literary types he read Shelley's "Ozymandias of Egypt" to exemplify sculpture in words and Wordsworth's rare sonnet "Upon Westminster Bridge" and his own strong lines of tribute to the "Old Man in the Mountain" as examples of canvas effect in word imagery.

Continuing, Professor Griggs said: "Poetry goes beyond sculpture and painting in interpreting its subject-matter in terms of the human spirit . . . but description is never the end in poetry. There is the direct and exact musical appeal to us. In all poetry the theme should carry its own individual metrical correspondence."

The speaker alluded to Shelley as a poet of music and emotional response, and compared the effect of his works to the emotional appeal in a Chopin nocturne. Shakespeare he classed as a poet-painter and spoke of Spenser as poet-singer.

In appealing for a greater appreciation of the purely musical side of poetry, Professor Griggs said: "Do not try to visualize vague imagery, but listen and try to catch the musical message from the character of the ideal."

In closing he spoke of the evil in seeking merely the sensuous beauty in poetry and of portraying life to satisfy a morbid and decadent taste, but added: "Wherever beauty is created there is seldom danger for a people endowed with sound judgment."

PLAYGROUNDS CHIEF ISSUE IN THE CAMBRIDGE ELECTION

Effort Made to Insure "Yes" Vote on Adoption of the Permissive Law Passed by the Legislature.

Cambridge's municipal election next Tuesday will be of special interest because of the playground question. A widespread effort is being made to insure a "yes" vote on the question of adopting the provisions of the state law for public playgrounds for the children. The adoption of this law would provide the city with several playgrounds, each under the supervision during the summer months of a competent athletic instructor. Every minister has been requested to speak in favor of this movement for the children to his congregation on Sunday.

The campaign conducted on behalf of both mayoralty candidates during the past 10 days has been vigorous. The non-partisans point to the clean, efficient administration of Mayor Walter C. Wardwell during his two years' administration, and declare everything favors his reelection now, when an experienced chief executive is needed to put into operation the new city charter and to guard the city's interests during the building of the subway between Cambridge and Boston.

The protest against the drawing of party lines in municipal campaigns, and claim that government of the city by a political party has always proved detrimental. They point out the fact that the collection of the \$170,000 still due for poll taxes will effect a reduction

(Continued on Page Thirteen.)

YOUTH WINS WORK BY HONEST STORY

PROVIDENCE, R. I.—Honesty proved the best policy for James Fleming, 18 years old, when he was apprehended by the police of this city for being a vagrant. As the result of his straightforward story, he is now a steady employee of the Providence Engineering Works as a draughtsman, with a good salary. Young Fleming was taken with three other youths wandering about the streets.

At the seventh police precinct they told their stories to Capt. Frank A. Matthews. Mr. Fleming said that he and his companions came from Boston.

Arthur D. Fuller, superintendent of the Providence Engineering Works, happened to be in the police station relative to another matter, and hearing the story, telephoned to his office and asked if there were any vacancies in the drafting department. He learned there was, and offered it to Fleming, having first learned that the boy knew drafting.

The police then withdrew their charge against him and allowed him his freedom.

BILL TO PROHIBIT CITIES INCURRING ENORMOUS DEBTS

Board to Supervise Municipal Finances Asked in Measure to Be Heard at the State House Monday.

Extensive debt incurrence by Massachusetts cities is guarded against in a new bill which provides that obligations shall not be entered into without the approval of a local government board. This board is to consist of the chief of the bureau of statistics of labor, the bank commissioner and one man named by the Governor. The bill will be presented and explained at a hearing at the State House next Monday by the committee on cities. Representative Myron E. Pierce and Chief Charles F. Gettemy of the state bureau of statistics of labor, with the assistance of the Economic Club, who drew up the bill to supervise municipal accounting, will speak at the hearing.

While perhaps the most active member of the Economic Club in this matter is Harvey N. Shepard, a committee of 18, styled a local government board committee, has been appointed to urge forward consideration of the measure. The 18 members are: John D. Long, Hingham, chairman; C. Neal Barney, Lynn, J. W. Beatson, Boston, Israel Brayton, Fall River, Harvey S. Chase, Newton; Richard H. Dana, Cambridge, Frederick P. Fish, Brookline, Prescott F. Hall, Boston, William H. Lincoln, Brookline, J. Russell Marble, Worcester, William D. Munroe, Cambridge, Myron E. Pierce, Boston, John E. Rousmaniere, Boston, Harvey N. Shepard, Boston, Joseph Walker, Brookline, Andrew G. Webster, Boston, Walter A. Webster, Boston, and John S. Hodgson, Winchester, secretary.

Mr. Pierce, early in the session introduced a bill modeled after the English law. Later Mr. Gettemy made a report for his department in which he expressed the hope that a uniform system could be worked out under the present law. These two extreme views are compromised in the new draft to be submitted Monday.

Out of deference to local opinion a referendum to the people of each city is provided. The debt limit in cities accepting this act is repealed. The committee feels that conscientious citizens in all the cities of the state will welcome the opportunity which this bill affords for a more careful scrutiny of city loans and that no one can object to the possibility of less borrowing of money by their city council.

While preserving the initiative in the city council, it offers a check on the habit of extravagant and reckless borrowing. Such a board will have a salutary effect on improvident city councils, while in the case of well-governed cities its supervision will be only nominal. The debt charges are becoming so large in our cities that a very large fraction of the tax levy has to be devoted to them—in some cases over 20 per cent. If our city debts could be decreased, this money would be released to be used for needed current expenses.

There is no well-governed city in Europe which has not a similar provision for the supervision by the central government of local loans, say the supporters of the bill.

Boston Gets Share in Revival of Prosperity

Boston, the metropolis of New England, is getting its share of the return of prosperity as the country wakes up to better trade conditions, indicated by her general business centers.

Since Jan. 1, says Secretary Knowlton of the Boston port, there has been a growth in the value of the imports at the Boston custom house of \$4,692,168, or about 25 per cent over the same period last year. The duties collected show an increase of \$863,713, or about 21 per cent over last year for a similar length of time.

The appraisers of Boston alone examined 7000 imported packages last month, against 5500 in February, 1908. For the week ending Feb. 20, 1909, the value of imports is set down at \$2458,090, compared with \$1,802,832 for the same time last year.

SCHOOLS SHOULD BE SOCIAL CENTER, STATES PROFESSOR

Boston University Teacher So Declares, Addressing Harvard Instructors at New Lecture Hall.

"The present educational system needs complete reforming so that our public schools, possessing elaborate, little-used buildings will become social, institutional centers," said Prof. M. L. Perrin of the Boston University at the Harvard teachers' meetings in the new lecture hall at Harvard today. "Present Educational Needs" was the subject discussed by Professor Perrin and Prof. W. T. Foster of Bowdoin College.

Professor Perrin continued: "We need institutional schools where boys may spend a good deal of their time outside of school hours. On account of change in conditions most modern children lack home influence—especially the boys. They need this influence and training, but only the non-indulgent but loving teacher can do it now. Many homes are unfit to give it and more of them are unwilling. Our boys must have a moral and manual education to fit them for the real problems of life, and our educational system lacks the methods of giving such a development."

"School children nowadays lack the old-time willingness to work, regularity, reverence, obedience, humility, respect for elders, dexterity, ingenuity, clever handiness. They lack most of all the conviction that work must be done with care and thoroughness. It is a modern spirit to respect the person clever enough to wheedle out of something really good. Our children need to learn the necessity of helping themselves and helping others to do the same. Former generations of children were educated in this way by the necessity to help support the family, which was a good thing."

(Continued on Page Four.)

HILL STARTS NEW COAST STEAMSHIP SERVICE ON PACIFIC

SAN FRANCISCO—A new steamship line has been organized in Portland to operate a fast freight and passenger service between that city and this port. Two vessels purchased in the East from the Metropolitan Steamship Company are expected to be ready for use here in 90 days.

It is presumed here that these ships are the new big 20-knot turbine steamers the Yale and the Harvard which ran on the summer service last summer.

It is said that the new line will connect with the Great Northern & St. Paul, and that a traffic agreement will be made giving James J. Hill an entrance into this city.

If the arrangement is made Hill and Harriman will become active competitors for San Francisco business for the first time.

ELEVATED WANTS TO MAKE CHANGES

Permission to make alterations in its structure at Forest Hills is asked by the Boston Elevated Railway Company in its petition just filed with the railroad commissioners. The desired changes include new locations for exits and entrances, an alteration of the waiting room and the office rooms, and the addition of an escalator. The changes are all in plans which were accepted by the railroad commissioners on Nov. 27, 1907, and affect the building now in process of construction.

DR. VAN DYKE ENDS LECTURES. PARIS — Dr. Henry Van Dyke of Princeton University, has concluded his series of American lectures delivered at the Sorbonne.

BRITAIN DECLARES FRENCH AIR FLEET LEADS THE WORLD

British War Office Publishes Aerial Strength of the Powers, Placing America Third in List.

CABLE NEWS SUMMARY.
England hopes to secure British rights to the Wright aeroplane.
King Edward expected to reach Biarritz today.
Tehran, capital of Persia, hears report of rebel advance.

LONDON—France leads the world in the number and effectiveness of its "aerial fleet," according to figures published by the British war office today. Many of France's "fliers," however, are owned by individuals. In the number of government-owned vessels, Germany leads. The war office's showing is as follows:

France: Airships—Republique (government); Lebaudy (government school ship); Bayard, Clement, de LaVauz. Airships under construction—Ville de Bordeaux, Colonel Renard (government); Liberte, Democratique, A.

Aeroplanes—Wright brothers, Zens, Farman, Chedville, Delagrangue, Ferber, Antoinette III.

Mono-planes—Bleriot IX, Bleriot VIII, Colonel Renard (government). Germany: Airships—Parseval L, Parseval II, Zeppelin III, Zeppelin V, Gross II (all government).

Gross I (government school ship). United States: Airships—Baldwin (government).

Aeroplanes—Wright brothers (inventors) allowed until June to prove machine's practicability, when purchase of American rights by government is probable; June Bug.

England: Airships—Secundus II (government). Aeroplanes—Cody (government).

Other countries at work are summarized as follows: Italy, two airships; Russia, one; Austria, one under contract; Spain, one; Belgium, two, one of which is under construction; Holland, one under construction.

The French records include the trip of the Ville de Paris, now destroyed, from Paris to Verdun, 148 miles, at 25 miles an hour; the Lebaudy's 12-hour stay in the air, covering 280 miles; Farman's aeroplane flight of 17 miles and Wilbur Wright's flight of 56 miles in 91 minutes.

The English government will open negotiations with Wilbur and Orville Wright for the English rights to their aeroplane when the famous brothers come to London this month for the aero exhibition.

This fact was learned positively today, though the government is still evasive as to its intentions. Ever since the Wrights sold the French rights to their aeroplane for \$100,000 there has been an increasing demand that England take advantage of their wonderful invention as a war measure.

Germany is also considering a proposal to buy the Wright machine, the purchase by France making it almost obligatory that the other powers follow suit.

FIRE DESTROYS READING CHURCH

READING, Mass.—The Congregational church at the corner of Wolcott and Sanborn streets, was completely destroyed by fire Friday evening. The fire started in the front of the building beneath the porch and the cause is attributed to defective electric wiring. The structure was erected in 1849, but had been remodelled. It was valued at \$30,000 and insured for \$20,000.

The annual meeting of the church will be held March 10, when plans for rebuilding will be discussed.

BAY STATE SOLDIERS RETURN FROM SERVICE AT INAUGURAL

Bay State Volunteers Made a Fine Appearance, General Told Them—Governor and Mayor Still Away.

Nearly 3000 Massachusetts troops who took part in the inaugural parade at Washington, on Thursday returned to their homes today. All told stories of exceptional conditions under which they were obliged to parade and the corps of heavy artillery returned with the praises of Major-general Bell, chief of staff, still ringing in their ears. He told the Massachusetts boys they were the best appearing volunteer men in the line, the only troops to make any better appearance being the cadets from West Point and the regular troops.

Many friends of Governor Eben S. Draper and Mayor George A. Hibbard expected to see them back from the inauguration today. On inquiries at their offices this morning it was learned that

One of Leaders In Appeal For Additional Money to Run Schools in Boston



DAVID A. ELLIS,
Chairman, Boston School Committee.

BOSTON YACHTSMEN DISCUSS GYROSCOPE TO REDUCE ROLLING

Yachtsmen in Boston and along the North and South shores today are interestedly discussing the new gyroscope which can be attached to all classes of vessels reducing their rolling at sea.

The cost of the apparatus, according to the catalogue represents only one or two per cent of the value of the steamer or yacht to which it may be fitted. The device is based on the principle of the gyroscope. It nullifies the sidewise roll of the steamer in the hold in which it is riveted, through the action of the physical law on which the principle of the gyroscope rests.

A gyroscope is a heavy circular disk, which revolves at a high rate of speed and which has both ends of its axis supported; and its tendency is to resist all attempts to make it tilt out of its plane. According to the theory of the inventor of the present device, a sufficiently heavy and swiftly revolving gyroscope would, if placed in the hold of a vessel, resist the vessel's tendency to roll and keep it upright—or nearly so.

The circular casting is four feet in diameter, and for use in a 200-ton boat should weigh about three tons.

The device has been in operation for some time on the English Royal Mail steamship Lochiel. Without the gyroscope the Lochiel's maximum roll was 32 degrees. With the gyroscope in use the maximum roll was only 4 degrees.

For a 20,000-ton boat like a modern ocean liner the device would have to be considerably wider than four feet and would weigh considerably more than three tons. The objection to it, vessel-men say, would be that it would occupy too much valuable cargo space in the vessel's hold. On the floating palace type of transatlantic liner, however, the invention may prove a valuable adjunct.

GRAND JURY SITS IN LOWELL.

LOWELL, Mass.—The Grand Jury of Middlesex county sat at the court house Friday for the consideration of Lowell cases. The jury put in a busy day.

BANKS ARE LIABLE ON FORGED CHECKS

In a decision sent down by the full bench of the Massachusetts supreme court today, the plaintiff's exceptions were sustained in the suit of Jordan Marsh Company vs. the National Shawmut Bank and six other banks, seeking to hold the defendants liable for amounts paid by them on certain forged checks purporting to be drawn by the plaintiff, a depositor.

The court holds the banks are liable because it was their primary duty of seeing whether there was a forgery of an indorsement upon any check and the drawer's negligence in allowing the checks to be drawn through fraud was not the proximate cause of payment by the bank.

ASKS LEGISLATURE FOR MORE CASH FOR SCHOOLS IN BOSTON

Failing Increase in the Assessed Valuation of the City Leaves Education Fund Inadequate.

CITE ELIOT'S VIEWS

Board Reports Rigorous Economy Unable to Keep Expenses Within Appropriation Made by Law.

Diminishing increase in the assessed valuation of the city of Boston has caused a corresponding diminution in the increase of funds available for school purposes; so that to meet an increase in school expenses of \$144,000—exclusive of the item of supplies—the school committee will have an increase in revenue of only \$63,342 for the current financial year, and consequently a bill has been presented to the state Legislature asking for additional appropriations.

An act of 1901 fixes the amount that may be appropriated in any one year for the support of the Boston public schools at \$3.40 on each \$1000 of the average valuation of the city for the three years immediately preceding. The average increase in the valuation of the city for 12 years previous to the passage of the act had been 3.24 per cent, and the Legislature undoubtedly passed it upon the assumption that this rate of increase would continue. This rate has, however, diminished since that time in a most astonishing manner. The average increase for the four years immediately following the passage of the act was 2.31 per cent, from 1905 to 1908, inclusive, 1.79 per cent, and for the fiscal year 1908 alone only 1.08 per cent.

It should be explained that out of the \$3.40 per \$1000, the law requires that 40 cents shall be appropriated solely for new school buildings, and not less than 25 cents for repairs and alterations to school buildings, which leaves only \$2.75 per \$1000 for general school purposes. It is on this basis that the committee counts on an increase of \$63,342 in revenue.

The school committee has presented a bill to the Legislature intended to better this situation, by providing additional appropriations for the support of the public schools of the city. In support of this measure it has issued a statement, setting forth the impracticability of making the diminishing increase of revenue suffice if the schools of Boston are to be kept up to the high standard that has made the name of Boston synonymous with advanced education.

The committee asserts its inability to effect any further saving under the item salaries of teachers. "If the interests of the public schools are to be properly served," it remarks, "the total expenditure for salaries of teachers should be increased rather than diminished. Further," it says, "no reduction of the total amount of money expended for salaries of officers can be made, either by reducing the salary paid or by decreasing the number of such officials." The schedule of compensation for janitor service, it observes, is purely automatic, and depends on the amount of work performed in each building as determined by actual measurements. "After paying his assistants," says the committee, "the amount left for the janitor himself is probably less, and certainly not more, than is necessary for the securing of reliable men. The committee has already secured such reductions in the cost for gas and electric light as possible and is persuaded that its contracts for fuel are as advantageous as can be obtained, and is unaware of any method by which the cost of these necessary items can be reduced."

The item of supplies and incidentals the committee considers the only flexible one in the entire school appropriation, and this being the case, it has been the one that has had to endure the greatest sacrifices in the interests of economy. An illustration is cited in the case of the Normal School, a carefully considered appropriation of \$6000 to purchase needed books and apparatus, which was cut to \$1500, and subsequently, owing to the necessity for the most stringent economy, was refused entirely. The school, therefore, received practically nothing in the way of supplies, and is today lacking a sufficient number of text-books in some subjects to provide one for each pupil, to say nothing of the absence of a reference library, and a general deficiency in illustrative material, apparatus and equipment.

"It should not be assumed," continues the committee, "that this paucity of educational equipment is confined to the high schools alone. The most serious results are felt in the elementary schools where the deplorable effects of unwise but necessary economies in this direction are most manifest. Many pupils are not supplied with all the regular text-books nor with a sufficient number of supplementary, reading books. Educational material of all kinds has necessarily been supplied in meager quantity.

"A comparison with the expenditure for text-books and supplies in the other cities of Massachusetts will serve to show that the per capita cost for these items

(Continued on Page Four.)

Cablegrams and Correspondence Today From All Over the World

GERMANY'S POWER IN LEVANT QUICKLY BRUSHED TO ONE SIDE

The Radical Change in the Ottoman Empire Brought About Under the New Regime Just Established Endows the Supremacy of British Protectorship With Indisputable Finality.

CONSTANTINOPLE—When Sir Gerard Lowther, Great Britain's newly appointed ambassador, entered the Turkish capital shortly after the establishment of the new regime, the people gave him a welcome which for spontaneous enthusiasm was without parallel in modern Turkish history.

That was the first inkling the outside world had of the phenomenal change which was coming over the relations between east and west. England resumed her traditional protectorship in the Ottoman empire, and Germany saw her once impregnable supremacy in the Levant, the patient labor of decades, vanish like smoke.

Events have since proved the completeness and finality of England's mastery, from an objective point of view, but it remained for the recent after-revolution which overthrew Kiamil Pasha to furnish a subjective testimony of the foundation on which English influence rests in the Ottoman empire. It is contained in the following message sent to the English press by the Young Turk committee, "Union and Progress," immediately after the late grand vizier's fall:

"Although Kiamil Pasha has compelled us by his anti-constitutional proceedings to cause his downfall, we feel under obligation to declare to the British public that whoever the future grand vizier may be, it will be his duty to continue and develop our frankly Anglophilic policy in accordance with the unanimous desire of the Ottoman people. Meantime we feel convinced that England's traditional and valued friendship for our country will embrace, not individuals, but the entire Ottoman nation, and that our government may ever rely in perfect confidence on England's good will as a friendly power."

The senders of this message constitute the de facto government of Turkey; the addressee is the British public. There is the eastern situation in a nutshell.

There never has been a more remarkable revolution than the Young Turks' coup d'état in July, 1908, conceived and prepared by soldiers at the time of the Macedonian internecine strife, and directed against the worst despotism of modern times, it was itself practically without hostilities.

More remarkable yet is the ardent desire underlying the Young Turks' emancipation, to enter the circle of European nations, to rise to their plane of civic development and to secure a voice in the council of the powers. This occidentalism is the quintessence of the Turkish revolution. It is the antithesis of

the cry, "Asia for the Asiatics," and forever fixes a gulf between the Osmanli Turk and the middle and far eastern constitutionalist.

It is the western group of the European powers which the Young Turk party desires regenerated Turkey to join. There are countless reasons for this aspiration: historic, political, civic and economic. That message from the most authoritative exponents of Turkish public sentiment to the people of Britain admirably expresses that ardent hope for equality with the west.

It was to the Young Turk party's attachment for England that Kiamil Pasha owed his elevation to the grand vizierate in place of Kutchuk Said, who was sacrificed because not Anglophilic enough. This was the initial mistake which made a supplementary revolution necessary. Kiamil Pasha was far too old to adjust himself successfully to the new regime; the marvel was that he succeeded as well as he did. Himself an autocrat by temperament and training, he was quite unable to perceive that under a parliamentary regime a grand vizier was nothing but a premier who had no right to usurp, as he did, the functions of the other ministers. To him the vizierate, through lifelong habit of thought, was the sacred "seal" entrusted to him by the padishah himself, which implied that the other ministers were mere secretaries to the chief dignitary. This attitude was especially noticeable in his treatment of the foreign office, whose head, Tewfik Pasha, he simply ignored. He finally overreached himself by summarily dismissing the ministers of war and marine, as though they were his amanuenses.

It would be very strange if this absolutist idiosyncrasy of the late grand vizier had not been utilized by the reactionaries for the gradual restoration of the old regime. What actually happened can only be surmised, but that the Young Turks had reason to fear for their controlling influence in the army seems tolerably certain. It is probable that Kiamil Pasha was entirely unconscious of being made a tool of. He was able to maintain himself in power not so much through his astuteness (which, however, is said to be left far behind by Abdul Hamid's), as through the unequalled support given him by England. His past career was considered to warrant the confidence of British statesmen, and whatever he now placed himself under English guidance. That was the secret of his long immunity from actual interference by the Young Turk committee and of the apparent success of the reactionary intrigue.

Under these circumstances, the attitude of the committee was bound to continue revolutionary. It certainly could not settle into a strictly constitutional attitude, since the necessity for a supplementary revolution became daily more imperative. The February revolution was as eminently successful as the July revolution had been. Yet the implication of the army and navy was a highly disturbing feature, requiring extremely delicate and skilful management. And when it is considered that the Young Turks' bitter rivals, the Liberal Unionists, hitherto ardent supporters of Kiamil Pasha, made common cause with them in the latter's overthrow, the magnitude of the patriotic interests at stake during the late crisis is no more open to doubt.

Under these circumstances, the attitude of the committee was bound to continue revolutionary. It certainly could not settle into a strictly constitutional attitude, since the necessity for a supplementary revolution became daily more imperative. The February revolution was as eminently successful as the July revolution had been. Yet the implication of the army and navy was a highly disturbing feature, requiring extremely delicate and skilful management. And when it is considered that the Young Turks' bitter rivals, the Liberal Unionists, hitherto ardent supporters of Kiamil Pasha, made common cause with them in the latter's overthrow, the magnitude of the patriotic interests at stake during the late crisis is no more open to doubt.

Under these circumstances, the attitude of the committee was bound to continue revolutionary. It certainly could not settle into a strictly constitutional attitude, since the necessity for a supplementary revolution became daily more imperative. The February revolution was as eminently successful as the July revolution had been. Yet the implication of the army and navy was a highly disturbing feature, requiring extremely delicate and skilful management. And when it is considered that the Young Turks' bitter rivals, the Liberal Unionists, hitherto ardent supporters of Kiamil Pasha, made common cause with them in the latter's overthrow, the magnitude of the patriotic interests at stake during the late crisis is no more open to doubt.

KING EDWARD NEARS BIARRITZ

PARIS—King Edward who arrived here Friday afternoon from London is expected to reach Biarritz some time late today. As he is traveling privately there was no government at the station here. The special train on which he was traveling was delayed for half an hour at Bickley, about 10 miles out of London, owing to interruption of traffic caused by the collision of two passenger trains at Tunbridge. The special went on to Dover over another line.

KING OF ITALY DINES MARCONI

ROME—King Victor Emmanuel has granted a private audience to William Marconi, and afterward entertained the inventor at dinner. His majesty congratulated his guest warmly on the results achieved by his system of wireless telegraphy, and Mr. Marconi explained that by the erection of an extra powerful plant at Caltanaro, near Pisa, he expected within 12 months to have direct wireless communication with America.

BIG VERDICT IS SET ASIDE.
The full bench of the supreme court sustained the defendant's exceptions in the case of Miss Annie C. Dooley against the Boston Elevated railway, and a verdict of \$11,000 was set aside.

AUSTRIA BLUNDERS IN POLICY TOWARD CZECH OPPONENTS

PRAGUE, Bohemia—There is a growing feeling here that the government's inquisitorial policy toward the radical wing of the Czechs is a serious blunder calculated to enhance the prestige of the extremists. This view is held not only by the moderate Czechs but by the German element itself in whose behalf the authorities at last have bestirred themselves.

The Germans of Prague and other centers of Bohemia after being left at the mercy of their Czech assailants for a number of months are suddenly accorded the protection they are entitled to, but it comes at a peculiar time, and of a peculiar nature and does not appeal to the Germans. Indeed, as long as Parliament was sitting, the government took little notice of the Bohemian riots, but when the Czech deputies forced its closure, the government remembered the grievances of the Germans and at once proceeded against the Czech radicals in the most aggressive way. The homes of a number of deputies and other leaders were searched and on the strength of correspondence seized by the government agents, treason was charged against them. The allegation is that they conspired with Servian agents against the dual monarchy.

This turn of affairs has, of course, nothing to do with the original and ostensible object of the proceedings against the Czech radicals which was to put an end to the anti-German agitation and especially the boycott. Had the searches of the leaders' houses been omitted their prosecution for treason would not have been thought of. The impression is, therefore, that the government is prompted by purely political motives and is using the present state of affairs in order to strike a blow at the radical Czech party, the bete noir of the Reichsrath, by silencing, at least for a while, the most obstreperous of its leaders.

"GIVE BERESFORD COMBINED FLEET," SAY SUPPORTERS

LONDON—There are plenty of indications today that the controversy over the compulsory retirement of Admiral Beresford is only in its early stages. Officially, of course, the incident is closed, but newspapers and magazines are tuning up for an extended exchange of polemics on this very interesting proposition.

Needless to say, the admiral, who has always been extremely popular, does not lack defenders. One of these is the Saturday Review, which asks for an impartial investigation of the whole matter. It then takes occasion to review the events leading up to the row and pays its respects to Sir John Fisher in the following manner:

"Sir John Fisher, with all his information as to the personal advantages of being commander-in-chief, and its national disadvantages under our parliamentary system, joined the admiralty in October, 1904, and there immediately followed Lord Selborne's order in council, which virtually established the old war office system in a worse form at the admiralty, for all the members of the board except the first lord were placed virtually under the first sea lord."

"Autocratic powers in administration grow by what they feed upon, especially when it is power divorced from the necessary responsibility to Parliament. The First Sea Lord became chairman of the designs committee, with all its wealth of material details dealing with the designs of mystery ships like the Dreadnought, Invincible and Swift. Still hungry for more material, he took on the chairmanship of the dockyards committee to overhaul establishments employing 36,000 men. By way of recreation he became senior naval aide-de-camp to the king, and his court attendance was assiduous."

"As chairman of the estimates committee he had the chief direction of its financial details which make up the

LOWER PARLIAMENT HOUSE VOTES DOWN REFORM OF LORDS

LONDON—An amendment was proposed in the House of Commons that it was "imperative that proposals should be embodied in a bill, for the consideration of Parliament this session, for regulating the relations of the two Houses of Parliament, in accordance with the resolution of this House of June 26, 1907."

The prime minister was reminded by an honorable member that he had given voice to a challenge that was still ringing in their ears.

"What," he said, amid laughter, "would have been the thoughts in the days of old, of a champion who threw down his glove, and when his opponent proceeded to pick it up, cried, 'Just wait a moment, I am not quite ready?'"

He urged, amid ministerial and labor cheers, that the government ought to think of Liberal governments which in the future would follow them. The prime minister pointed out on behalf of the government that the omission of the subject of the reform of the House of Lords from the King's speech was justified, because, were such a bill introduced and pressed forward this session, it would be bringing to an issue a question which could only be settled by a dissolution.

It was a bulky volume of naval estimates.

"This, then, was the officer who was supposed to devote his days and nights to the work which all successful leaders in war find more than enough for their whole exclusive energies—the preparation of war plans. It was because of this exclusive work of preparing plans of campaign that the first sea lord was made a member of the defence committee, with direct access to the prime minister and the cabinet. Here, then, lay the cause of all the quarrels."

TEHERAN, PERSIAN CAPITAL, AROUSED BY REBEL ADVANCE

All Available Government Troops Are Called in Today to Defend the City Against Invasion.

LED BY BULGARIAN

TEHERAN—The Persian capital is aroused today by the report that General Petroff, a former Bulgarian army officer, is leading an army of revolutionists against Teheran from Resht.

The few government troops that are available are being called in to defend the city, which has been under a heavy guard for the last few months. The strength of Petroff's army is said to be far greater than first announced.

Colonel Liakhoff, the Russian officer in charge of the Shah's soldiery, has advised the Shah to make an immediate appeal to Russia for protection for the Shah to make an immediate appeal to Russia for protection for the Shah and the foreign legations. The British minister has protested this action, fearing that it would be the beginning of a Russian intervention that would never end.

The British minister has also sent strong representations to the Shah against the advance of a Russian force from Baku to Resht, with two Maxim guns, under the pretext that Russia desires to protect her interests in Resht.

The claim made by the minister that the Russian consulate at Resht nor none of the other Russian interests are endangered in the least, and that the invasion by the Czar's soldiers is an indirect violation of the Anglo-Russian agreement concerning Persia.

Rumors from Petroff's army say that he plans to storm the capital and proclaim himself President of the Persian Republic.

BILL IN ENGLAND SAVES DAYLIGHT

LONDON—The "daylight savings bill," intended to promote the use of daylight in the earlier hours of the day by legalizing a movement to begin and end the working day earlier in certain months of the year, has passed its second reading in the House of Commons by a vote of 130 to 94.

The bill provides for an automatic series of changes in time, to correspond with lengthening of the mornings in spring and their abbreviation in autumn. It provides for setting the clocks forward 20 minutes on each of the four successive Sundays in April and for reversing the process on the four Sundays in September.

This utilization of an hour and 20 minutes daily during the spring and summer months, which now elapses before the working day begins, and which consequently is lost to the majority of citizens, will extend daylight into the evening by the same amount, thereby enlarging the period of recreation and diminishing lighting expenses.

SULTAN RECEIVES FRENCH ADVISER

CONSTANTINOPLE—M. Laurent, French financial adviser to the Porte, who leaves Constantinople next Wednesday, has been received in farewell audience by the Sultan.

It is learned from a diplomatic source that M. Laurent, before his departure, will publish an expose criticising the budget, which he believes to be excessive for doing so is because the ministers refuse to make economies and estimate sources of revenue to an exaggerated extent. M. Laurent will return in May.

BIG ENGLISH DAM BURSTS.

BIRKENHEAD, Eng.—The breaking of a dam in the new dock construction here today killed 18 workmen. The men were working 45 feet below the water level. Cranes and other machinery were hurled into the excavation and the financial loss will be heavy.

CONCERTS

The Commonwealth Opera Co. G. Lo Giudice-Fabri, Director and Manager. JORDAN HALL, March 8 and 9.

GRAND OPERA

First time in Boston of Verdi's masterpiece. La Forza del Destino. CAVALIERA RUSTICANA. IL TROVATORE. Tickets on sale at \$1.00, 50c. and 50c.

THIRD VIOLIN RECITAL CZERWONKY

Assisted by CARL SCHEURER, Viola. Steinert Hall. Wednesday Evening, March 10, at 8:15. Tickets 75c., \$1.00, \$1.50.

SYMPHONY HALL NORDICA

Only Boston Appearance. FREDERICK HASTINGS, Baritone. Tuesday Evening, March 9, at 8:15. Tickets \$2.50, \$2.00, \$1.50 and \$1.00.

SERB QUESTION IS COMPLICATED

Austria Still Contends That Direct Dealing Is Necessary—Servia Refuses to Withdraw All Demands.

VIENNA—Austria-Hungary, it is understood, maintains her view of the Servian question, which is that it is one which cannot be settled by a European conference, but must be settled directly between the two countries. This exactly embodies Baron von Aehrenthal's attitude, which never has varied. It is his ultimatum.

From Belgrade, Paris and London telegrams pour in saying all is satisfactory, which it can never be until a statement to this effect is issued here. Up to the present no reply has been received at the Ballplatz of a satisfactory nature.

The impression is growing that the Servian question is becoming a highly complicated one. The aim of Servia appears to be to obtain a strip of territory in the Sanjak of Novobazar.

Austria has nothing to say against the Danube-Adriatic railway, to which she has assented. Turkey granted her a concession for the Sanjak railway, and it is considered certain that Turkey would never grant Servia the strip of territory coveted in the latter country. If she did a protest would forthwith be made. On the contrary, Turkey is jealously watching the Sanjak.



Ask Your Grocer for
CESTUS BREAD

It is made of the best selected flour that can be obtained, prepared under special supervision of experts. It is the most wholesome and delicious bread you can put on your table. As toast it is unexcelled. If your grocer cannot supply you send us his name and we will.

Cestus Bread Company
208 Pleasant Street
BOSTON, MASS.

G. Gordon Martin, Inc.
DENTISTS
DR. F. H. BAKER President DR. J. E. LOTT Treasurer

The Alveolar Method

A common sense, mechanical plan of replacing missing teeth without using partial plates or ordinary bridge work—radically different from the old way and protected by patents in this country and foreign.

The pressure of mastication is equalized from the fact that each tooth is supported by the ridge where the natural tooth came out. It will be to your interest to call for an examination and let us explain in detail how the work is done.

We not only do Alveolar work but all kinds of dentistry including crowns, gold or porcelain fillings of all kinds; inlay work and full plates. Charges reasonable. Call or write for references.

420 BOYLSTON STREET
Suite 601, Berkeley Building,
Boston, Mass.
Tel. 3976 B. B. Hours 9 to 5.30

FARQUHAR'S EVERGREEN LAWN GRASS

THE HARDEST AND BEST.
Illustrated Catalogue of Seeds, Plants, Trees, Shrubs and Vines mailed free upon application.

R. & J. Farquhar & Co.
6, 7, 8 and 9 South Market St.,
BOSTON, MASS.

Heintzemann Press
COMMERCIAL PRINTERS
185 FRANKLIN ST. BOSTON MASS.

WATER SUPPLY WATER BILLS

NEW SOURCE OF WATER FOUND AND DEVELOPED IN CITY OR COUNTRY. Alfred Vachier, Specialist. Hydro-Geology. AMERICAN HYDROSCOPE CO. 41 Broadway, New York.

Engraved

STATIONERY for all occasions, weddings, banquets, dances, programs. High grade work at reasonable prices.

Ward's, 57-63 Franklin St. Boston

Desk and Chair Sale

250 odd pieces at reduced prices. Unusual opportunity for professional men and small offices.

No. 341 HOSKINS New York City. Telephone No. 2116 Franklin. for a Saleman or call.

AT THE THEATERS

BOSTON.

BOSTON—"Way Down East."
CASTLE SQUARE—"Old Heidelberg."
COLONIAL—"The Primrose Ring."
GLOBE—"Cole & Johnson's 'Red Moon.'"
HOLLIS STREET—"Lady Frederick."
KITH'S—"Vanderbilt."
MAJESTIC—"The Witching Hour."
ORPHEUM—"The Homestead of Broadway."
PARK—"Fluffy Ruffles."
TREMONT—"A Waltz Dream."

NEW YORK.

ACADEMY OF MUSIC—"A Grand Army Man."
ALHAMBRA—"Vanderbilt."
ASTOR—"The Millionaire's Home."
BLANCO—"The Fighting Hope."
BLOOM—"A Gentleman from Mississippi."
BLUET—"Vanderbilt."
CASINO—"Havana."
COLONIAL—"Vanderbilt."
CRITERION—"The Ritz Hotel Girl."
DALY'S—"The Goddess of Reason."
EMPIRE—"What Every Woman Knows."
GAIETY—"The Traveling Salesman."
GARDEN—"Meyer & Son."
GARRICK—"The Patriot."
GERMAN (Irving place)—"The Open Door."
GERMAN (Madison ave. and 50th)—"Konrad Dresher in repertoire."
GRAND OPERA HOUSE—"The Man of the Hour."
HACKETT—"A Woman's Way."
HAMMERSTEIN'S—"Vanderbilt."
HERALD SQUARE—"A Woman of Impulse."
HIPPODROME—"Spectacles."
HUDSON—"The Third Degree."
KNICKERBOCKER—"The Fair Co-Ed."
LIBERTY—"Kismet."
LYCEUM—"The Dawn of a Tomorrow."
LYRIC—"The Blue Mouse."
MANHATTAN OPERA HOUSE—"Friday evening, 'Othello.'"
Saturday afternoon, "Louise."
Saturday evening, "The Juggler of Notre Dame."
METROPOLITAN OPERA HOUSE—"Friday evening, 'Madame Butterfly.'"
Saturday afternoon, "The Bartered Bride."
Saturday evening, "Parafal." Last performance this season of this opera.
METROPOLIS—"Honest Abe."
MAJESTIC—"The Three Twins."
MAXINE ELLIOTT'S—"This Woman and This Man."
NEW AMSTERDAM—"Kitty Grey."
NEW YORK—"Miss Innocence."
SAYO—"The Ritz Hotel Girl."
STUYVESANT—"The Eastest Way."
WALLACK'S—"The New Lady Bantock."
WEST END—"Mr. Heintz of Broadway."
YORKVILLE—"The School for Scandal."

CHICAGO.

AMERICAN—"Vanderbilt."
AUDITORIUM—"Tolliver of 1908."
BUSH TEMPLE—"Pudd'nhead Wilson."
CHICAGO OPERA HOUSE—"Via Wire-Column."
COLONIAL—"Little Nemo."
GARRICK—"The Millionaire's Home."
GREAT NORTHERN—"School Day."
GRAND OPERA HOUSE—"The Devil."
HAYMARKET—"Vanderbilt."
HILTON—"Polly of the Circus."
LA KALLE—"The Golden Girl."
MAYBECK—"The Squawman."
MAJESTIC—"Vanderbilt."
NATIONAL—"When Knighthood Was in Flower."
OLYMPIC—"Vanderbilt."
POWER—"The Road to Yesterday."
PRINCESS—"The Prince of Tonight."
REVERBER—"The White Sister."
WHITNEY—"A Broken Idol."

BOSTON CONCERTS.

SATURDAY.
SYMPHONY HALL, 8 p. m.—Seventeenth concert, Boston Symphony Orchestra.

What the World Thinks of Taft

BERLIN—The German foreign office views William H. Taft's assumption of the duties of President of the United States as likely to lead to still closer friendly relations between America and Germany, and calls attention to the progress made in this direction during the administration of President Roosevelt.

The peaceful tone of President Taft's inaugural address has created a most favorable impression in government circles, and the ministry of the interior is awaiting tariff revision with the keenest interest. There is, however, considerable anxiety among German exporters over a possible disturbance of commerce, under the agreement reached with the S. N. D. North commission.

Portraits of President Taft, sketches of his career and telegraphic abstracts from his inaugural address are published today.

PARIS—The French press comments on the frank and vigorous tone of President Taft's inaugural, and thinks it shows that the new President's policies will, in a general way, be a continuance of those of Mr. Roosevelt. The Temps characterizes the address as pre-eminently "Republican," and says it shows Mr. Taft purposes to make a great light for

greater federal authority on truly federal questions, especially the procuring of national corporation laws to counteract the existing legal anarchy arising from the diversified state regulations. From the international standpoint the most important note in the address is Mr. Taft's insistence upon a strong army and navy, indicating that America will maintain and even strengthen her position as a world power.

BRISTOL, England—Addressing a political meeting here, Mr. Birrell, chief secretary for Ireland, expressed the belief that President Taft in his inaugural address pronounced the doom of hope for the disarmament of nations. There was a universal feeling abroad, in which the United States now joined, Mr. Birrell said, for increased armaments. It was enough to make angels weep, but in face of it he declared, "it is our duty to maintain our navy strong enough to keep Great Britain's shores inviolate."

PORT-AU-PRINCE, Hayti—Dr. H. W. Furness, the American minister, gave a reception Friday evening in honor of the inauguration of President Taft. President Simon and the members of his cabinet, the members of the diplomatic corps and many notable Haytians were present.

No Dustoor Favored by Khedive

The Prime Minister Makes a Definite Declaration to That Effect at Recent Meeting of Assembly.

COPT IS PROMOTED

CAIRO, Egypt—No parliamentary regime, no Dustoor, is contemplated by the Khedive's government. The prime minister, Sir Ghali Boutros Pasha, has definitely expressed himself to that effect. The declaration was made at a recent sitting of the General Assembly at which the resolution demanding the Dustoor was dealt with.

The premier called attention to the fact that the Khedive's government was already doing a great deal in that direction by having the ministers attend the meetings of the Assembly no less than by extending local government throughout Egypt. At a later sitting the notion for the Dustoor was carried by a strong majority which, however, did not affect the government's negative standpoint on the Dustoor question. The premier's declaration was his most conspicuous act since his appointment, some months ago, to the highest office in Egypt.

Sir Ghali Boutros Pasha, K. C. M. G., premier and foreign minister of the Khedive's government, was reared in Lord Cromer's administration. The proconsul was quick to discern the high order of intellect as well as character of the young Copt and promoted him steadily until he finally raised him to the foreign secretaryship. In his work on Egypt Lord Cromer speaks in the highest terms



SIR GHALI BOUTROS PASHA, Young captain whose keen intellect has won him premiership of Egypt. (Courtesy of Anglo-Egyptian Mail.)

of this native Christian's brilliant services.

Boutros Pasha's political prominence was enhanced by Lord Cromer's retirement from Egypt, but further advancement seemed precluded by his faith and nationality. By raising him, shortly after, to the highest dignity in the land, the premiership, H. H. Abbas Hilmi Pasha displayed remarkable independence and fearlessness, for to be ruled by a native Christian, representative of but a small fraction of the population which moreover is regarded with an intense prejudice, profoundly touches the pride of the Mahomedan.

Leading Events in Athletic World—Talbot Defeats Goebel

TRACK OUTLOOK AT PENNSYLVANIA NOT VERY ENCOURAGING

Most All of Former Point-Winners Have Graduated and the New Men Are Not Their Equals.

PAULL IS PROMISING

PHILADELPHIA.—The prospects at the University of Pennsylvania for a winning track team are by no means as encouraging as they might be, and this through no fault of the members of the squad who are working with might and main to turn out an aggregation that will do Penn's high standard justice.

The reason for the outlook is twofold—the loss of the bulk of last year's point-winners by graduation and the dearth of good material in the entering classes. However, there is lots of promising material, which under the masterly tutelage of the veteran trainer, Murphy, may be relied upon to make a creditable showing in the final working out. Champion teams are not made in a day. Often, in fact nearly always, the best teams are those that follow only after years of patient, persistent effort, so that the second rate team of today may be the all-star aggregation of tomorrow.

The showing of Penn's teams at the intercollegiate championships has always been gratifying—let it be said that they are ever a considerable factor. In 1907 the team representing that college was one of the most remarkable aggregations of all-round stars and record breakers that has ever appeared on an intercollegiate field. There was Guy Haskins, the New Zealand boy, who after winning the half mile in record time went out and won the mile also in record time. There was John B. Taylor, the famous colored athlete, who breast the tape a winner in the quarter mile after one of the most remarkable finishes ever seen on a track—also setting a new mark of 48.4-5s. There was Moffett in the running high jump, who set a new mark at 6ft. 3 3/4 in. There were N. Cartmell and J. D. Witham, who captured the choice points in the sprints. All these have passed on by graduation.

In 1908 Cornell was again champion, totaling 34 points, with Penn a close second with 29. Until the very last minute the outcome was a question, with Penn a favorite. Then Cornell came along with a heavy count in the long distance runs which gave her the victory by a close margin.

Of Penn's point winners on that team Taylor, first in the 440, Jones, first in the 880, Cartmell, first in both the 100 and 220, and Witham, second in both, have graduated, and of the point winners Hartman, second in the 120-yard hurdles, and Newberry, third in the high jump, alone remain. These form the

DEFEATED GOEBEL OF YALE.



LEE J. TALBOT, 1910, Cornell University Track Team.

nucleus of the team on which Penn is banking her hopes for 1909.

To back up Hartman and Newberry, there is Parker in the pole vault, whose performance of 12ft. 2 in. in last year's championships, while not good enough for a place because of the remarkable field of Yale vaulters, Gilbert, Dray and Nelson, who all did over 12ft. 6 in., yet stamped him as first rank. With another year's experience and Yale's stars out of the way and only Cooke of Cornell to press him, Parker should make a strong bid for honors. Then there is the freshman wonder, Paull, in the mile, who is likely to astonish the followers, and who by his friends is expected to develop into another Haskins. Lane, in the high jump, Pike in the weights, and Huff in the sprints are also men of promise and factors to be considered in the summing up. These men are all good, if not stars of the first magnitude, and reinforced by a large squad of willing, able workers, are very sure to give a good account of themselves. Then it is not at all unlikely that the wizard Mike may unearth at last moment a star or two that will upset all calculations.

BREAK RECORDS AT CLASS MEET

No less than four records were broken at the interclass track games at English High Friday, in which the senior class scored a victory with 68 points. The class of 1910 was second with 24 points, 1911 third with 15 and 1912 fourth with 13 points.

Three members of the winning team and one member of the 1911 team established new records. The work of Hagerty in the 12-pound shot put was the feature of the meet, with a toss of 45ft. 6 in.

PRINCETON WON AT WRESTLING. PHILADELPHIA.—The Princeton wrestling team defeated the University of Pennsylvania here Friday night, 6 to 1. Princeton won every bout in the tournament except that in the 115-pound class, in which Cox of Pennsylvania got the decision over Passarella of Princeton.

CLOSE BOUTS IN YALE MATCH

Cornell University Wrestlers Are Defeated by the New Haven Team in Seven of Ten Events.

NEW HAVEN, Conn.—In the Yale-Cornell dual wrestling match Friday night, Goebel of Yale and Talbot of Cornell, the two best heavy-weight wrestlers in the colleges, met for the second time. Talbot easily showed his superiority, but was unable to throw his Yale opponent. It was a contest of strength and weight against a scientific wrestler. In the first two minutes Goebel had the advantage, but after that Talbot kept on top of his heavy opponent. He could never make the shoulders of the giant guard touch the mat. Yale took four matches and Cornell three.

The seventh match was between Peake of Cornell and Clark of Yale. Peake had slightly the advantage, when Clark suddenly threw him over on his side and dislocated Peake's shoulder, the bout being awarded to Clark.

The best match of the night was between Sweeney of Yale and Chase of Cornell. At the end of 9 minutes it was called a draw; and as the result of the extra three minutes Chase was given the decision. In the 175-pound class Noel of Yale and Byer of Cornell went an extra period and the Yale man was given the decision. The summary:

115-pound class—Chase of Cornell got decision over Sweeney of Yale.

125-pound class—Phillips of Cornell got decision over Hartley of Yale.

135-pound class—Sweeney of Yale got decision over Botsford of Cornell.

145-pound class—Clark of Yale won against Peake of Cornell.

158-pound class—Livingstone of Yale got decision over Davidson of Cornell.

175-pound class—Noel of Yale got decision over Byer of Cornell.

Heavyweight class—Talbot of Cornell got decision over Goebel of Yale.

Bowling Results.

AMATEUR BOWLING LEAGUE.			
(Roll-Off.)			
	1	2	3 Totals
Newtowne	798	786	846 2430
Boston A. A.	777	766	807 2349

SUBURBAN INTERCLUB LEAGUE.			
	1	2	3 Totals
Winthrop Y. C.	491	486	404 1441
Cottage Park	448	475	479 1402

AEROPLANE RACE AT DAYTON.

NEW YORK.—Plans have been completed for an aeroplane race at Dayton Beach March 23 in connection with the automobile races. This will be the first aeroplane contest of this character in the world and promises to bring together aeronautic enthusiasts from all parts of the country. Carl Bates and Roy Harroun, both of Chicago, have entered aeroplanes.

CHASE JOINS NEW YORK.

MACON, Ga.—Hal Chase and Joe Doyle arrived together in Macon Friday and joined the New York Americans.

COLLEGE APPEAL SENT TO CARNEGIE

Thirteen Presidents Ask Revision of Ruling Barring Sectarian Institutions as Beneficiaries.

NEW YORK.—Thirteen college presidents have appealed to Andrew Carnegie to revise his pension system, known as the Carnegie foundation for the advancement of teaching, so as to include institutions now barred as sectarian. It is argued that there are from 50 to 75 institutions that should be permitted to participate in the plan. Mr. Carnegie did not announce his attitude.

The following college presidents presented the memorial: Dr. Herbert Welch, Ohio Wesleyan, Delaware, O.; Dr. J. S. Scholte Nollen, Lake Forest University, Lake Forest, Ill.; Dr. Emory W. Hunt, Denison University, Granville, O.; Dr. Louis E. Holden, Wooster College, Wooster, O.; Dr. W. H. Faunce, Brown University, Providence, R. I.; Dr. F. W. Boatright, Richmond College, Richmond, Va.; Dr. Charles Heckert, Wittenberg College, Springfield, O.; Dr. Jones, Haverford College, Haverford, Pa.; Dr. W. F. Pierce, Kenyon College, Gambier, O.; Dr. Willis E. Parsons, Parsons College, Fairfield, Ia.; Dr. Charles Miller, Heidelberg College, Tiffin, O.; Dr. T. H. McMichael, Monmouth College, Monmouth, Ill.; and Dr. F. C. Hefelbower, Pennsylvania School, Gettysburg, Pa.

NEW STEEL MASTS FOR BATTLESHIPS

Steel battlemasts of the new "waste basket pattern" are to be fitted to the battleship New Jersey, which is now at the Charleston navy yard, and to the battleship Vermont, which will arrive here next week. It is believed the new steel masts will increase the efficiency of the gunfire control by nearly 50 per cent. As the Missouri, which is now at the yard, will go out of commission here next winter for a general overhauling, she will not be fitted with the masts at this time, but will have a newly designed wooden conning tower for experimental purposes.

FAIR WORK AT HARVARD MEET

Preliminary Events in the Athletic Carnival Develop Some Good Performances in Several Contests.

Some fair performances were made in the preliminary events of the annual Harvard track carnival, held Friday afternoon, leaving the finals in all events to be finished today.

The feature of the trials in the 40-yard dash was the failure of the best performers, most of whom were on scratch, to beat out the high-mark men, and nearly all of the heats were won by men who had the limit handicap of 6 feet. In the 45-yard low hurdles the "varsity" men showed to better advantage, and Captain Rand, R. C. Foster, T. S. Blumer and J. P. Long all won their heats and will be in the final today.

Two heats were required for the half-E. H. Ruch '10 and the second by E. K. Merrihew '10, both in slow time.

This afternoon the finals in all seven events in which the trials were held will take place. The two-mile run and the 45-yard high hurdles required no trials and will be run this afternoon. The meet will start at 2 o'clock in the gymnasium and on Holmes field. The summary:

40-yard dash—First heat—Won by C. F. Averill, '12, 15 ft. time 4.4-5s. Second heat—Won by C. O. Pengra, '12, 15 ft. time 4.3-5s. Third heat—Won by J. Humphrey, '10, 10 ft. time 5s. Fourth heat—Won by L. E. Drew, '11, 15 ft. time 4.4-5s. Fifth heat—Won by G. J. Esselin, '09, 14 ft. time 4.5-5s. Sixth heat—Won by E. S. Blanchard, '10, 6 ft. time 4.4-5s. Seventh heat—Won by H. N. Witt, '12, 12 ft. time 4.4-5s. Eighth heat—Won by J. M. Sanderson, '11, 12 ft. time 4.3-5s. Ninth heat—Won by G. E. Morrison, '12, 9 ft. time 5s. Tenth heat—Won by H. N. Witt, '12, 9 ft. time 4.4-5s.

115-pound class—Noel of Yale got decision over Byer of Cornell.

125-pound class—Phillips of Cornell got decision over Hartley of Yale.

135-pound class—Sweeney of Yale got decision over Botsford of Cornell.

145-pound class—Clark of Yale won against Peake of Cornell.

158-pound class—Livingstone of Yale got decision over Davidson of Cornell.

175-pound class—Noel of Yale got decision over Byer of Cornell.

Heavyweight class—Talbot of Cornell got decision over Goebel of Yale.

Half-mile run—First heat—Won by E. H. Ruch, '10, 20 yds.; second, P. A. Merriam, '10, 20 yds.; third, R. W. Boyden, '10, 15 yds. Fourth, G. W. Riley, '10, scratch; time 2m. 46.3-5s. Second heat—Won by E. K. Merrihew, '10, scratch; second, R. Warren, '10, 15 yds.; third, L. H. Chenoweth, '12, 20 yds.; fourth, E. T. Wentworth, '09, 15 yds.; time 2m. 17.1-5s.

45-yard low hurdles—First heat—Won by W. M. Rand, '09, scratch, time 6s. Second heat—Won by R. C. Foster, '11, 3 ft. time 6s. Third heat—Won by J. P. Long, '10, 3 ft. time 6.1-5s. Fourth heat—Won by T. S. Blumer, '10, 3 ft. time 5.4-5s. Fifth heat—Won by J. K. Lewis, '11, 10 ft. time 5.4-5s. Sixth heat—Won by J. Tyler, '10, 12 ft. time 6.1-5s. Seventh heat—Won by A. R. Dupont, '12, 9 ft. time 6.1-5s.

200-yard low hurdles—First heat—Won by F. H. Godfrey, '12; second, S. C. Simons, '11; time 33.1-5s. Second heat—Won by F. S. Hallon, '10; third, H. Houston, '10; P. Long, '11; C. O. Mueller, '11; S. A. Reed, '11; P. D. Smith, '11; J. Wheelwright, '10.

100-pound shotput—H. C. Blanchard, '09; S. C. Simons, '11; J. McGuire, '11; F. H. Leslie, '12; C. C. Little, '10; J. P. Long, '11; and J. J. McGuire, '11.

12-pound shotput—Orice—H. C. Blanchard, '09; G. W. Elwell, '21; J. G. French, '12; J. P. Long, '11; J. J. McGuire, '11; W. K. Royal, '11; and E. P. Ver Wiebe, '09.

High jump—S. C. Adams, '10; M. S. Blaisdell, '09; W. A. Dennis, '11; H. H. Heat, '10; C. O. Mueller, '11; P. Long, '11; C. O. Mueller, '11; S. A. Reed, '11; P. D. Smith, '11; J. Wheelwright, '10.

200-yard low hurdles—First heat—Won by F. H. Godfrey, '12; second, S. C. Simons, '11; time 33.1-5s. Second heat—Won by F. S. Hallon, '10; third, H. Houston, '10; P. Long, '11; C. O. Mueller, '11; S. A. Reed, '11; P. D. Smith, '11; J. Wheelwright, '10.

100-pound shotput—H. C. Blanchard, '09; S. C. Simons, '11; J. McGuire, '11; F. H. Leslie, '12; C. C. Little, '10; J. P. Long, '11; and J. J. McGuire, '11.

12-pound shotput—Orice—H. C. Blanchard, '09; G. W. Elwell, '21; J. G. French, '12; J. P. Long, '11; J. J. McGuire, '11; W. K. Royal, '11; and E. P. Ver Wiebe, '09.

High jump—S. C. Adams, '10; M. S. Blaisdell, '09; W. A. Dennis, '11; H. H. Heat, '10; C. O. Mueller, '11; P. Long, '11; C. O. Mueller, '11; S. A. Reed, '11; P. D. Smith, '11; J. Wheelwright, '10.

200-yard low hurdles—First heat—Won by F. H. Godfrey, '12; second, S. C. Simons, '11; time 33.1-5s. Second heat—Won by F. S. Hallon, '10; third, H. Houston, '10; P. Long, '11; C. O. Mueller, '11; S. A. Reed, '11; P. D. Smith, '11; J. Wheelwright, '10.

100-pound shotput—H. C. Blanchard, '09; S. C. Simons, '11; J. McGuire, '11; F. H. Leslie, '12; C. C. Little, '10; J. P. Long, '11; and J. J. McGuire, '11.

12-pound shotput—Orice—H. C. Blanchard, '09; G. W. Elwell, '21; J. G. French, '12; J. P. Long, '11; J. J. McGuire, '11; W. K. Royal, '11; and E. P. Ver Wiebe, '09.

High jump—S. C. Adams, '10; M. S. Blaisdell, '09; W. A. Dennis, '11; H. H. Heat, '10; C. O. Mueller, '11; P. Long, '11; C. O. Mueller, '11; S. A. Reed, '11; P. D. Smith, '11; J. Wheelwright, '10.

200-yard low hurdles—First heat—Won by F. H. Godfrey, '12; second, S. C. Simons, '11; time 33.1-5s. Second heat—Won by F. S. Hallon, '10; third, H. Houston, '10; P. Long, '11; C. O. Mueller, '11; S. A. Reed, '11; P. D. Smith, '11; J. Wheelwright, '10.

100-pound shotput—H. C. Blanchard, '09; S. C. Simons, '11; J. McGuire, '11; F. H. Leslie, '12; C. C. Little, '10; J. P. Long, '11; and J. J. McGuire, '11.

12-pound shotput—Orice—H. C. Blanchard, '09; G. W. Elwell, '21; J. G. French, '12; J. P. Long, '11; J. J. McGuire, '11; W. K. Royal, '11; and E. P. Ver Wiebe, '09.

High jump—S. C. Adams, '10; M. S. Blaisdell, '09; W. A. Dennis, '11; H. H. Heat, '10; C. O. Mueller, '11; P. Long, '11; C. O. Mueller, '11; S. A. Reed, '11; P. D. Smith, '11; J. Wheelwright, '10.

200-yard low hurdles—First heat—Won by F. H. Godfrey, '12; second, S. C. Simons, '11; time 33.1-5s. Second heat—Won by F. S. Hallon, '10; third, H. Houston, '10; P. Long, '11; C. O. Mueller, '11; S. A. Reed, '11; P. D. Smith, '11; J. Wheelwright, '10.

100-pound shotput—H. C. Blanchard, '09; S. C. Simons, '11; J. McGuire, '11; F. H. Leslie, '12; C. C. Little, '10; J. P. Long, '11; and J. J. McGuire, '11.

12-pound shotput—Orice—H. C. Blanchard, '09; G. W. Elwell, '21; J. G. French, '12; J. P. Long, '11; J. J. McGuire, '11; W. K. Royal, '11; and E. P. Ver Wiebe, '09.

High jump—S. C. Adams, '10; M. S. Blaisdell, '09; W. A. Dennis, '11; H. H. Heat, '10; C. O. Mueller, '11; P. Long, '11; C. O. Mueller, '11; S. A. Reed, '11; P. D. Smith, '11; J. Wheelwright, '10.

200-yard low hurdles—First heat—Won by F. H. Godfrey, '12; second, S. C. Simons, '11; time 33.1-5s. Second heat—Won by F. S. Hallon, '10; third, H. Houston, '10; P. Long, '11; C. O. Mueller, '11; S. A. Reed, '11; P. D. Smith, '11; J. Wheelwright, '10.

100-pound shotput—H. C. Blanchard, '09; S. C. Simons, '11; J. McGuire, '11; F. H. Leslie, '12; C. C. Little, '10; J. P. Long, '11; and J. J. McGuire, '11.

12-pound shotput—Orice—H. C. Blanchard, '09; G. W. Elwell, '21; J. G. French, '12; J. P. Long, '11; J. J. McGuire, '11; W. K. Royal, '11; and E. P. Ver Wiebe, '09.

High jump—S. C. Adams, '10; M. S. Blaisdell, '09; W. A. Dennis, '11; H. H. Heat, '10; C. O. Mueller, '11; P. Long, '11; C. O. Mueller, '11; S. A. Reed, '11; P. D. Smith, '11; J. Wheelwright, '10.

200-yard low hurdles—First heat—Won by F. H. Godfrey, '12; second, S. C. Simons, '11; time 33.1-5s. Second heat—Won by F. S. Hallon, '10; third, H. Houston, '10; P. Long, '11; C. O. Mueller, '11; S. A. Reed, '11; P. D. Smith, '11; J. Wheelwright, '10.

100-pound shotput—H. C. Blanchard, '09; S. C. Simons, '11; J. McGuire, '11; F. H. Leslie, '12; C. C. Little, '10; J. P. Long, '11; and J. J. McGuire, '11.

12-pound shotput—Orice—H. C. Blanchard, '09; G. W. Elwell, '21; J. G. French, '12; J. P. Long, '11; J. J. McGuire, '11; W. K. Royal, '11; and E. P. Ver Wiebe, '09.

High jump—S. C. Adams, '10; M. S. Blaisdell, '09; W. A. Dennis, '11; H. H. Heat, '10; C. O. Mueller, '11; P. Long, '11; C. O. Mueller, '11; S. A. Reed, '11; P. D. Smith, '11; J. Wheelwright, '10.

200-yard low hurdles—First heat—Won by F. H. Godfrey, '12; second, S. C. Simons, '11; time 33.1-5s. Second heat—Won by F. S. Hallon, '10; third, H. Houston, '10; P. Long, '11; C. O. Mueller, '11; S. A. Reed, '11; P. D. Smith, '11; J. Wheelwright, '10.

100-pound shotput—H. C. Blanchard, '09; S. C. Simons, '11; J. McGuire, '11; F. H. Leslie, '12; C. C. Little, '10; J. P. Long, '11; and J. J. McGuire, '11.

12-pound shotput—Orice—H. C. Blanchard, '09; G. W. Elwell, '21; J. G. French, '12; J. P. Long, '11; J. J. McGuire, '11; W. K. Royal, '11; and E. P. Ver Wiebe, '09.

High jump—S. C. Adams, '10; M. S. Blaisdell, '09; W. A. Dennis, '11; H. H. Heat, '10; C. O. Mueller, '11; P. Long, '11; C. O. Mueller, '11; S. A. Reed, '11; P. D. Smith, '11; J. Wheelwright, '10.

200-yard low hurdles—First heat—Won by F. H. Godfrey, '12; second, S. C. Simons, '11; time 33.1-5s. Second heat—Won by F. S. Hallon, '10; third, H. Houston, '10; P. Long, '11; C. O. Mueller, '11; S. A. Reed, '11; P. D. Smith, '11; J. Wheelwright, '10.

100-pound shotput—H. C. Blanchard, '09; S. C. Simons, '11; J. McGuire, '11; F. H. Leslie, '12; C. C. Little, '10; J. P. Long, '11; and J. J. McGuire, '11.

12-pound shotput—Orice—H. C. Blanchard, '09; G. W. Elwell, '21; J. G. French, '12; J. P. Long, '11; J. J. McGuire, '11; W. K. Royal, '11; and E. P. Ver Wiebe, '09.

High jump—S. C. Adams, '10; M. S. Blaisdell, '09; W. A. Dennis, '11; H. H. Heat, '10; C. O. Mueller, '11; P. Long, '11; C. O. Mueller, '11; S. A. Reed, '11; P. D. Smith, '11; J. Wheelwright, '10.

200-yard low hurdles—First heat—Won by F. H. Godfrey, '12; second, S. C. Simons, '11; time 33.1-5s. Second heat—Won by F. S. Hallon, '10; third, H. Houston, '10; P. Long, '11; C. O. Mueller, '11; S. A. Reed, '11; P. D. Smith, '11; J. Wheelwright, '10.

100-pound shotput—H. C. Blanchard, '09; S. C. Simons, '11; J. McGuire, '11; F. H. Leslie, '12; C. C. Little, '10; J. P. Long, '11; and J. J. McGuire, '11.

12-pound shotput—Orice—H. C. Blanchard, '09; G. W. Elwell, '21; J. G. French, '12; J. P. Long, '11; J. J. McGuire, '11; W. K. Royal, '11; and E. P. Ver Wiebe, '09.

High jump—S. C. Adams, '10; M. S. Blaisdell, '09; W. A. Dennis, '11; H. H. Heat, '10; C. O. Mueller, '11; P. Long, '11; C. O. Mueller, '11; S. A. Reed, '11; P. D. Smith, '11; J. Wheelwright, '10.

200-yard low hurdles—First heat—Won by F. H. Godfrey, '12; second, S. C. Simons, '11; time 33.1-5s. Second heat—Won by F. S. Hallon, '10; third, H. Houston, '10; P. Long, '11; C. O. Mueller, '11; S. A. Reed, '11; P. D. Smith, '11; J. Wheelwright, '10.

100-pound shotput—H. C. Blanchard, '09; S. C. Simons, '11; J. McGuire, '11; F. H. Leslie, '12; C. C. Little, '10; J. P. Long, '11; and J. J. McGuire, '11.

12-pound shotput—Orice—H. C. Blanchard, '09; G. W. Elwell, '21; J. G. French, '12; J. P. Long, '11; J. J. McGuire, '11; W. K. Royal, '11; and E. P. Ver Wiebe, '09.

High jump—S. C. Adams, '10; M. S. Blaisdell, '09; W. A. Dennis, '11; H. H. Heat, '10; C. O. Mueller, '11; P. Long, '11; C. O. Mueller, '11; S. A. Reed, '11; P. D. Smith, '11; J. Wheelwright, '10.

200-yard low hurdles—First heat—Won by F. H. Godfrey, '12; second, S. C. Simons, '11; time 33.1-5s. Second heat—Won by F. S. Hallon, '10; third, H. Houston, '10; P. Long, '11; C. O. Mueller, '11; S. A. Reed, '11; P. D. Smith, '11; J. Wheelwright, '10.

100-pound shotput—H. C. Blanchard, '09; S. C. Simons, '11; J. McGuire, '11; F. H. Leslie, '12; C. C. Little, '10; J. P. Long, '11; and J. J. McGuire, '11.

12-pound shotput—Orice—H. C. Blanchard, '09; G. W. Elwell, '21; J. G. French, '12; J. P. Long, '11; J. J. McGuire, '11; W. K. Royal, '11; and E. P. Ver Wiebe, '09.

High jump—S. C. Adams, '10; M. S. Blaisdell, '09; W. A. Dennis, '11; H. H. Heat, '10; C. O. Mueller, '11; P. Long, '11; C. O. Mueller, '11; S. A. Reed, '11; P. D. Smith, '11; J. Wheelwright, '10.

200-yard low hurdles—First heat—Won by F. H. Godfrey, '12; second, S. C. Simons, '11; time 33.1-5s. Second heat—Won by F. S. Hallon, '10; third, H. Houston, '10; P. Long, '11; C. O. Mueller, '11; S. A. Reed, '11; P. D. Smith, '11; J. Wheelwright, '10.

100-pound shotput—H. C. Blanchard, '09; S. C. Simons, '11; J. McGuire, '11; F. H

Legislation at the State House

ASKS LEGISLATURE FOR MORE CASH FOR SCHOOLS IN BOSTON

(Continued from Page One.)

In Boston is lower than can be accounted for by any superior ability to secure favorable prices because of purchasing in large quantities.

A second important reason for the present financial condition of the schools is the increasing number of pupils enrolled, the rate of this increase being greater than the rate of increase in the assessed valuation of the city.

The situation is summed up as follows: "Although the most rigorous economy has been practiced, the school committee finds itself in a position, where, without remedial legislation, it will be absolutely unable to maintain the schools at the present rate, to pay its teachers the salaries that are now established, or to furnish the pupils in the public schools the supplies that they need. This unfortunate situation is due, first, to the fact that the average increase in the valuation of the city of Boston is barely one-half of what it was eight years ago; second, to the fact that the number of pupils attending the public schools has increased much more rapidly than the assessed valuation, and that the proportionate number of high school pupils has increased. It is further affected by the increased cost due to improved methods of heating, lighting, ventilation, and to increased cost of janitor service."

The condition is one that demands more than a theoretical discussion. Unless some relief is afforded, the school committee will face a situation in which it will be necessary

1. To furnish practically no school supplies to the school children of the city of Boston, or

2. To reduce the salaries of teachers, or

3. To incur a large deficit.

The need of legislation is pointed out to furnish funds to provide for the reasonable expansion of the school system.

"At present," the argument continues, "the school system in the city of Boston is covering but partially and inadequately certain fields of endeavor, and has not attempted at all certain others that might, with great profit to the community, be entered upon. If the increase in funds asked for is granted, the school committee will be able to perform more acceptably some of the things now attempted, and to carry into effect certain new and much needed forms of education. Some of the more urgent needs are as follows:

(a.) To establish day industrial schools, with short terms, for boys and girls, above 14 years of age, who have completed the elementary school course.

(b.) To enlarge the opportunities for industrial education in the evening schools.

(c.) To modify the instruction in the elementary schools, so as to adapt it more nearly to the industrial conditions of the present time.

(d.) To maintain during a larger portion of the year evening schools, in which illiterate minors and recently ar-

rived immigrants may acquire a knowledge of English and receive instruction in civic ideals. A greater expansion of evening school education in this direction is imperatively demanded, because of the large number of immigrants who become a part of our population each year, and who should have ample opportunities to prepare themselves for self-respecting and useful citizenship.

(e.) To carry into effect the regulation already adopted by the school committee, which provides for the gradual reduction of pupils to a basis of 44 instead of 50 or 60, as is frequently the case at present. It is obvious that even accomplished teachers cannot do their best work with too large classes, and those of less ability are still more seriously impeded in their efforts to maintain discipline and give instruction.

(f.) To have the schoolrooms swept and the windows washed more frequently than is now possible under existing financial conditions.

(g.) To reestablish the evening lectures which were a source of great benefit to many people, but which the school committee was forced to abandon for lack of funds.

(h.) To improve the professional equipment of teachers and thereby to assist the pupils in the most vital respect by the working out of a plan for Normal School extension.

"The future of Boston largely depends upon what the school committee accomplishes in these directions. New England's only hope of competing successfully with the rest of the United States lies in the superior education of its inhabitants.

"No community can spend money better than for the education of the young. As President Eliot of Harvard says: 'If the American people were all well-to-do they would multiply by four or five the present average school expenditures per child,' and again, 'The expenditure in those parts of our country where it is now smallest ought to be raised as rapidly as possible to the level of those regions where it is now greatest; and in those regions where the expenditure is now most liberal it ought to be doubled as soon as possible.'"

"If Boston is to have a future, it must spend more money for the education of the children in its public schools. If it wishes to maintain its great educational system as it has been conducted in the past, even, it must make up for the deficiency caused by the falling off of the increase in its own valuation. The best way to increase the valuation of the city of Boston is to spend more money upon the education of the children in the city of Boston."

The bill, a copy of which accompanies the statement, provides for the following sums per \$1000 to be appropriated for the financial years ending on the dates specified: Jan. 31, 1910, \$3.50; Jan. 31, 1911, \$3.60; Jan. 31, 1912, \$3.70; Jan. 31, 1913, \$3.80; Jan. 31, 1914, and for each financial year thereafter, \$3.90.

RURAL PROGRESS MEETING CLOSES

The establishment of a department of agricultural education was an important feature of the closing session of the third annual meeting of the New England conference on rural progress held at the State House Friday afternoon. The work of this department, which is headed by W. R. Hart of the Massachusetts Agricultural College, will consist of awakening an interest and establishing a course of instruction along agricultural lines in the common and high schools in New England.

The date for the coming fruit show in Boston, in which all the New England states will participate, has been set for the third week in October when Horticultural Hall has been obtained for this purpose.

It was deemed expedient by all interested in the proposed corn show to postpone this event until 1910.

LAWRENCE BRIDGE HEARING.

The board of railroad commissioners will give a hearing on Thursday of next week at 10:30 on plans for the proposed new railroad bridge at Lawrence, and on Friday at the same hour on the plans of the Elevated railway for its extension to Everett and Malden.

ACTING GOVERNOR SIGNS BILLS.

Governor Draper is expected to return to his executive duties Monday. Lieutenant-Governor Frothingham, the acting governor, has signed all the matters sent to him by the Legislature with one exception, this being a bill to permit the town of Hyde Park to dispose of the sewage from the Humphrey estate in Milton.

NEW PROSECUTOR IN U. S. LIBEL SUIT

INDIANAPOLIS, Ind.—There will be no halt in the prosecution of owners Messrs. Smith and Williams, of the Indianapolis News if Senator Beveridge has his way. With the resignation of District Attorney Keating, because he is not in sympathy of the government's methods in the Panama libel cases, Senator Beveridge, who will name a successor to Keating, has hastened forward with the name of Charles W. Miller, former attorney-general of Indiana, who will accept and carry out the instructions of the department of justice.

KAISER'S CABINS FOR ROOSEVELT

NEW YORK—Ex-President Roosevelt will occupy the royal suite on the steamer Hamburg, when he sails for Naples on the 24 of this month, that was used by the German Emperor when, in March and April, four years ago, he journeyed with his retinue to Portugal, Morocco and Italy.

Captain Kaempff, commodore of the Hamburg-American fleet and now commander of the Deutschland, took out the Hamburg with the Emperor and his suite of 50 persons, the entire steamship being used the same as if it were a private yacht belonging to the head of the German empire.

Retired President to Meet Leaders in Literary World

NEW YORK—Robert J. Collier will give a breakfast at his home, No. 752 Park avenue, next Saturday, March 13, at which Theodore Roosevelt will be the principal guests. As nearly all the 30 men who are to be present are identified with the magazine field, the breakfast may be considered as welcoming the former President into the world of periodical literature. He recently became a contributing editor of the "Outlook."

Roosevelt Takes Picture of Mother's Georgia Home

WASHINGTON—Former President Roosevelt took away with him from Washington a portrait of his mother's old home in Georgia.

It was presented to him by Mrs. Ella D. Longstreet, widow of the late Gen. James Longstreet, postmistress at Gainesville, Ga., as representative of the donors, 38 women postmasters throughout the country.

U. S. LOOKS INTO PITTSBURG CASE

PITTSBURG, Pa.—The federal authorities have decided to take a hand in the graft cases here, and Bank Examiner Harrison Nesbit, whose researches started the arrests of councilmen and bankers, has been ordered by Washington to appear before the Pittsburgh district attorney and tell all he knows regarding the inside of councilmanic grafting on banks.

Mayor Guthrie started the camp of the alleged grafters when he came out in print telling how the city had been beaten out of \$21,200.

WELLESLEY GIRLS CELEBRATE ERA OF SELF-GOVERNMENT

WELLESLEY, Mass.—The students of Wellesley College, met in College Hall Chapel Friday afternoon to celebrate their student government's birthday anniversary. Ruth Hanford, the president of student government, occupied the platform with Betsey Baird, the president of 1908, Florence Besse, the president of 1907, and Sallie Eustis, the president of 1906.

The students sang "America the Beautiful," and Miss Hanford formally welcomed the members and graduates, after which she read messages from Miss Frances Hughes '02, Miss Kate Lord '03, Miss Florence Hutsinpillar '04 and Miss Juliette Poynter '05, former presidents, who were unable to attend.

She spoke of today as being the eighth birthday since the agreement for student government had been signed by the faculty and the students.

Miss Baird, bringing many good wishes from the class of 1908, spoke of the interest the alumnae were taking in the fund for the new students' building.

Miss Besse spoke of the criticism the world makes of college women, namely, that they are not interested in the government of their country, or in their community life. She spoke of the college woman's duty to take an interest in the affairs of the world, for it was as own, she said, that they were capable of doing this, by the manner in which they carried on their student government association.

Dean Pendleton entered with the academic council, and spoke, bringing good wishes from the faculty and laying stress upon the responsibilities which the members of the association gained because of their liberties.

Miss Eustis, who inaugurated the first rally three years ago, spoke next. She told of the enthusiasm of present and past years, making a plea that this be carried over until next March, and not allowed to wane. She brought the message from 1906 that they had started a fund of \$500 for the students' building.

A number of the students spoke after this, touching upon various phases of student government and of the ways in which to show loyalty to it. Hester Davies, the president of the junior class, gave a speech on behalf of the class of 1910, which presented to the student government a desk chair as an expression of its loyalty.

Miss Helen Eustis, a member of the class of 1908, said that 1908 was starting a fund for the students' building, and Miss Willye Anderson said that she had received word that it would be a fund of \$500.

After letters from absent alumnae who sent their good wishes had been read, "Alma Mater" was sung, and the students went out to "center," where there was much cheering and singing.

SCHOOLS SHOULD BE SOCIAL CENTERS

(Continued from Page One.)

"The institutional, social or neighborhood school will give the child what he needs. It will fit the boy for a trade and teach him its connection with other problems of life. Manual or industrial education can be taught admirably along with moral virtues in these all-day schools. Pupils being together under the careful, corrective eye of a moral teacher will grow intellectually and socially—they will have a liberal education."

"Boys really prefer to be active rather than idle, to be obedient than obstinate, to be independent than dependent. We need a social school to teach them to educate themselves in these ways."

"No one has a right in this country to be narrow. Education is upon civic, social, industrial and moral development. Association with upright teachers will do wonders for the child, where loafing on streets will rapidly degrade him. College entrance requirements lose sight of the child altogether. They ought to require a broader knowledge. Colleges themselves are good, very important, but they should be broader."

"With institutional schools we will learn to teach by saying 'Come, not 'Go.' Children will be trained as individuals, not in a lump."

The association, which is composed of officers and graduates of Harvard University and of Radcliffe College, and of persons who have been officers or students of the university, elected the following officers: President, J. B. Diman, Newport, R. I.; vice-presidents, E. D. Russell, Lynn, and A. H. Ward, Milton; secretary, P. H. Hanes, Cambridge; and Treasurer, O. B. Oakman, South Braintree. The new executive committee consists of the above officers and the following: Florence E. Leadbetter, Boston; F. U. Thompson, Brighton; A. W. Roberts, Brookline; C. H. Morse, Medford, and F. Winsor, Concord. A. L. K. Volkman, Boston; J. A. Pitman, Salem, and F. H. Nickerson, Melrose, were chosen as delegates to the state council of education.

PUPILS OF HOLMES TO CELEBRATE

Harvard graduates who were pupils of Oliver Wendell Holmes during his 35 years of teaching from 1847 to 1882 will be among those participating in the Cambridge celebration of the centenary of his birth, to be held in Sanders Theater, Tuesday evening, April 27.

News From the Capital

Governor Guild Is Talked of for Italian Embassy

WASHINGTON—Ex-Gov. Curtis Guild, Jr., of Massachusetts was in Washington Friday to attend to affairs connected with the American Forestry Association, of which he is president. He declared he had not called on President Taft but his presence in this city was made to seem significant from the fact that he is understood to desire to be appointed to the embassy at Rome, now vacant. Whether Mr. Guild will be appointed to that post or to some other embassy is problematic.

Inheritance Tax Idea Is Impressed by Mr. Taft

WASHINGTON—One of the first acts of President Taft Friday was to get in touch with the House committee on ways and means in relation to the tariff question. It is understood that the President has impressed the members with his idea of a national graduated inheritance tax, since the committee feels that the tariff bill will not raise enough money to pay the expenses of the government and since it is desired, if possible, to avoid a direct tax on coffee and tea. It is felt that the inheritance tax will raise enough money to supply the deficit, unless it exceeds \$125,000,000.

Cannon to Be Reelected Speaker of the House

WASHINGTON—A call for a caucus of the Republican members of the House of Representatives in the 61st Congress, to meet March 13, for the nominating of candidates for Speaker and other elective officers, was issued Thursday by Representative Loudenslager of New Jersey. Joseph G. Cannon of Illinois will be re-elected speaker.

Chicago Members Delayed in Starting for Washington

CHICAGO—Franklin McVagh, secretary of the treasury, will leave Chicago for Washington this afternoon to assume his new duties. He severed his connection with Franklin McVagh & Company and with all the corporations of which he was a director.

Secretary of War Dickinson will leave for Washington early next week. He has not yet been able to clear up his railroad affairs preparatory to accepting the portfolio.

COURT RETURNS NEW BATTIS BILL

A new indictment was returned today in the Superior Criminal court before Judge Schofield against ex-Alderman George H. Battis of East Boston, charging him with larceny, while an alderman, in connection with the purchase of prizes for the Fourth of July celebration in 1906 and 1907. The theft is alleged to have been from the city of Boston in each instance.

Another indictment was found against James T. Cassidy, an attorney, accused of conspiracy and larceny. He was indicted sometime ago but filed a plea in abatement through his counsel, attacking the validity of the indictment. Cassidy and Leo F. McCullough, who then was president of the Boston common council, figured in charges by the finance commission.

BOARD REELECTED BY BETA THETA PI

Nine New England colleges were represented in the convention of the Beta Theta Pi fraternity, which convened for the 28th annual meeting at the Copley Square Hotel Friday afternoon and evening.

Clarence L. Newton, Wesleyan, '02, president, was in the chair. The other grand lodge officers present were Dr. Howard T. Crawford, Boston University, '96, of Boston, secretary, and Philip Caswell, Brown '02, of Boston, treasurer.

Delegates were present from Dartmouth, Boston University, Wesleyan, Brown, Amherst, Bowdoin, University of Maine, Yale and Harvard alumni chapter. All of the chapters were reported in a flourishing condition. The present officers were reelected.

BETTER METHODS OF PLANT GROWTH

W. P. Rich, secretary of the Massachusetts Horticultural Society, today read the lecture which was to have been given by Jackson Dawson, superintendent of the Arnold Arboretum at Jamaica Plain, at Horticultural Hall, and which was the last of a series under the auspices of the Massachusetts Horticultural Society.

Mr. Dawson's subject was "The Different Methods of Propagation of Plants." He cited as the best and most natural method the growing of young shoots directly from seed. Other sources of propagation were given by Mr. Dawson as grafting, cuttings and incharing.

In referring to planting in general Mr. Dawson said:

"The first consideration is what you desire to plant; the second is to have as fresh seed as possible; the third the soil and the situation to plant in; the fourth is to know to what depth to plant the seed and how long to wait for it to come up. The soil," continued Mr. Dawson, "should be a deep rich mellow loam, avoiding gravelly or heavy clay."

FORT CASEY WINS A TARGET RECORD

WASHINGTON—One of the highest figures of efficiency ever made in target practise has been reported by the 85th company, coast artillery, at Fort Casey, Wash., according to a statement given out by the war department.

This company made 100 per cent of hits at a 30x60-foot target moving at the rate of 6.9 miles an hour, at a mean range of 6420 yards. The practise was held at a battery of 10-inch rifles mounted on disappearing carriages. The series of four record shots was fired from two guns in the total elapsed time of 2 minutes and 28 seconds.

Women Want No Wine on White House Table

COLUMBUS, Md.—A number of women in this city have started a movement to send a petition to Mrs. Taft, wife of the President, within the next few days, asking her to follow the example set by the wife of President Hayes in not allowing intoxicating liquors to be served on her table in the White House.

Permanent Club Quarters for Republican League

WASHINGTON—Permanent headquarters for the National League of Republican Clubs, of which John Hays Hammond is president, will be established in the near future, in order to keep the 3800 clubs and 1,200,000 members active throughout the year.

This was decided at a meeting of the national and state officers of the league here. The decision made by the meeting will be ratified at an official gathering of the national executive committee.

Washington Briefs

President Taft received visitors in Washington from Congressman Gardner's district and from Boston.

J. M. Logan, national bank examiner of Texas, was today appointed a bank examiner-at-large by Comptroller of the Currency Murray.

President Taft could not play golf Friday, but he found time to go out and take a brisk walk with his brother, Henry W. Taft of New York.

It is learned that Senator Stephens of Minnesota will next week call upon President Taft and explain to him a bill for an income tax which he will introduce.

Mayor Hibbard and Superintendent Emery of Boston spent Friday in investigating Washington's lighting plant, and especially the manner in which the city lights its bridges.

Governor Draper of Massachusetts and staff called formally upon President Taft Friday afternoon. The Governor's party were dinner guests of Mr. Meyer and tonight Senator Lodge will give them a dinner.

It was announced at the forest service today that the new forest products laboratory for information for means of checking wood waste and devising better utilization of timbers would be located at the University of Wisconsin, Madison, Wis.

ZUEBLIN TALKS ON CAR SERVICE

Prof. Charles Zueblin addressing the Boston City Club Friday night on "Urban Transportation" said:

"A new North Station is imperative, as are a system of communication between the North and South stations, preferably through a continuous circuit system which would serve both northern and southern suburbs as well as urban traffic; a system of thorough communication for interurban cars which will take them off the main business streets and give better connection between the Boston & Albany with the other roads; an uptown station for the Boston & Maine which suggests a terminus at the Cambridge station of the Boston & Maine, instead of at Harvard square; the extension of the existing subway so that the old one would terminate at Massachusetts avenue or beyond, and the Washington street subway be continued as has been suggested to supplant the elevated structure; the introduction of express service by four track subways; the unification of all the existing and proposed systems; the elimination of grade crossings; and the improvement of the harbor by the city, letting the docks to private corporations on the city's terms."

WATERTOWN ASKS NEW HIGH SCHOOL

WATERTOWN—It is expected that the sum of \$150,000 will be asked for the erection of a new high school at the town meeting next Monday evening, in the town hall. The citizens will then settle the question. The committee was appointed by the selectmen some time ago to investigate the matter, will report, advising that the appropriation be granted.

LOWELL SAILOR RETURNS. LOWELL, Mass.—Jeremiah J. McGlinchey, who was on the battleship New Jersey during its 45,000-mile cruise, is visiting his parents, Mr. and Mrs. J. McGlinchey during a furlough of 11 days.

P. H. MAGRANE, President.

P. B. MAGRANE, Treasurer.

"The busiest corner on Boston's busiest street."

James A. Houston Company

Cor. Temple Place and Washington St.

Invite intelligent comparison of quality and price.

In departing from the ordinary methods of comparative prices we place ourselves unreservedly in the hands of the purchasing public—believing that a conservative, dignified statement of facts regarding the goods we have to sell and the prices we ask for them will appeal to the intelligence and support of those who are not trying to get something for nothing.

We promise—and stake our reputation—on giving full value and in many instances better values than are to be found elsewhere.

Honesty in Advertising Is Our Policy

Kindly note this special item of

Houston's "One-Process" Wash Dresses

Charming in effect—Distinctive in style.

They are so well made that they can be worn indoors and out.

Why we can afford to sell them so reasonably—

- 1—Made by one process.
- 2—On high-speed electric machines, provided with every labor-saving device known.
- 3—Patterns cut by long knives, 50 to 100 at a time.
- 4—We furnish the manufacturers with materials at mill prices.

Extra fine quality striped Gingham Gown, like cut, waist and skirt trimmed with mercurized border to match—yoke and collar of eyelet embroidery, latest full plaited skirt, colors: navy, light blue, pink and green. \$5.95

HENRY F. MILLER PIANOS

Established 1863

395 Boylston Street

NEWBERRY WRITES TO WIRELESS MEN

Secretary Newberry of the navy department has commended W. V. Albert and R. F. Trop, the operators in charge of the wireless station at the Charlestown navy yard, for their work in communicating with the home-coming battleship fleet.

TUFTS ASKS MORE TIME FOR SPORTS

Changes in the daily class hours at Tufts College are agitated, which will give more time for athletics. The faculty sent copies of the proposed schedule to the fraternities and sororities and other college organizations in order that any comments might be sent at once to the president.

MRS. KELLEHER IS INDICTED.

The grand jury for northern Middlesex county, late Friday afternoon, at East Cambridge, reported 93 indictments. Among the list was a bill against Mrs. Mary Kelleher of Cambridge on the charge of arson. This was the only charge brought against her before the grand jury.

BLANCHARD KING & CO.

250 Boylston Street

ESPECIAL ATTENTION IS CALLED TO OUR

English Cravats

Quality, Color, Design and Assortment the best we have ever shown

\$1.00 to \$4.50

ALSO

In Our Men's Custom Dept.

Particularly Choice Patterns in

Scotch Madras

SHIRT FABRICS

Human Life

THE MAGAZINE ABOUT PEOPLE

Special Features of Our March Issue

ARTHUR E. STILLWELL, Railroad Builder and President, who credits his success to Christian Science.

MRS. TAFT, THE NEW LADY OF THE WHITE HOUSE, By Arthur Tarbell.

THE HAVEMEYERS AND THEIR SUGAR, By Alfred Henry Lewis.

THE DIARY OF A COUNTRY BOY, By Homer Davenport.

RECOLLECTIONS OF EMERSON, By Julian Hawthorne.

HUMAN LIFE is filled from cover to cover with true stories and pictures of the talked about people of the month.

Beginning with our April issue HUMAN LIFE will be enlarged, with splendid three-colored covers, and the price advanced to \$1.00 per year.

Purchase a copy of our March issue today from your newsdealer. Single copies, 10c.

We will accept yearly subscriptions to HUMAN LIFE at our old price, 50c a year, up to April 1st.

Human Life Publishing Co. Broad and Batterymarch Streets, BOSTON, MASS.

OFFICE SUPPLIES

Carbon, Typewriter Ribbons, Paper, Pencils, Books, etc. MRS. E. B. FIELD, 229 Broadway, N. Y. City, Citizens National Bank Building. Telephone connection.

WIRELESS WANTED ON PHILADELPHIA'S CITY HALL TOWER

Municipal Electrical Bureau Chief Will Urge That High School Be Allowed to Establish Station.

PLAN IS ECONOMICAL

PHILADELPHIA—A municipal wireless telegraph station on top of City Hall tower to be established by the Central High School will be recommended in the annual report of Chief McLaughlin of the Electrical Bureau when it goes to Director of Public Safety Clay next Monday.

More than ordinary interest is aroused in this proposition, in view of the fact that in the interruption of ordinary telegraph service with Washington and other points on Thursday the government wireless station at the Philadelphia navy yard was the only direct source of communication with the national capital.

With the city owning and operating a wireless plant from the top of city hall tower, Chief McLaughlin says, it would have been possible to have received all the messages sent from the Washington stations.

"The top of the city hall tower," Superintendent McLaughlin said, "would be the best location for the pole. It is of such altitude that we could be in communication with points included in a radius of 400 and 500 miles, and so far as the Atlantic coast and ocean are concerned, it could be safe to multiply that three or four times.

"The economy of the plan is one that should make it worth trying. The station would not cost more than about \$20,000, and the cost of maintenance would be so trifling that it is scarcely worth talking about.

CHRISTIAN SCIENCE LECTURE GIVEN AT HARVARD COLLEGE

Professor Hering Explains Cardinal Points of Teaching Under Auspices of the Students' Society.

BELIEFS DEFINED

Prof. Hermann S. Hering, C. S. B., a member of the board of lecturership of The First Church of Christ, Scientist, in Boston, delivered a lecture on "Christian Science; The Science of Salvation," in Emerson Hall, Harvard University, Friday evening. Professor Hering spoke under the auspices of the Christian Science Society of Harvard, and was introduced by its president, Arthur Fay Felker.

"The speaker this evening," said Mr. Felker, "was brought up in the family of a famous physician, and he received both a general and technical education. He lectured for eight years on electrical engineering in Johns Hopkins University. While teaching there, he was attracted to Christian Science by the healing of his wife. Three years of the most thorough and careful investigation convinced him that Christian Science was a science and better than anything else he knew. He resigned his position and has since been telling others of the benefits of this Science."

Professor Hering said in part: "St. Paul admonishes us to work out our own salvation with fear and trembling. It is our aim to show that Christian Science is the Science of salvation in and through Christ; that it reveals the Principle of being and awakens that spiritual understanding which enables us to work out our own salvation practically and effectively."

"In working out our salvation we must first see that salvation or deliverance from evil is a mental process, takes place in mind; that it is a transformation through Mind and it is both ethical and philosophical."

"We are all familiar with the physical effects of fear, anger and other strong emotions. Such effects having a mental cause obviously can be healed mentally, and Christian Science teaches that all disease, whatever its name or nature, has a mental origin and is a mental phenomenon, an experience of the mortal material human mind, which is healed by the divine Mind."

"This leads to the troublesome question, 'What can we do with matter?' Christian Science teaches that matter and material existence are phenomena of mortal mind, a concept of existence obtained through the physical senses, a misapprehension of reality held by human consciousness when uninstructed by Science, an appearance instead of an actuality."

"The ordinary human concept of mind is that which thinks, feels or wills, the intellect, or the activity of the brain. Christian Science reveals the fact that Mind is divine Principle, the infinite Life, Truth, Love, omnipotent, omniscient, omnipresent, the all-inclusive, eternal, unchanging, all-wise being, the only cause and creator."

"The difference between the method of

INHERITANCE TAX IS PROVIDED IN NEW YORK ASSEMBLY BILL

Representative Oliver at Albany Urges Impost of 1 Per Cent on Five Thousand Dollars up to 25 Per Cent on Twenty Millions.

ALBANY, N. Y.—Assemblyman Oliver of New York has introduced a bill providing for a graduated inheritance tax, to range from 1 to 25 per cent on all property inherited by will or intestacy, of more than \$5000, although such inheritance is not liable to the tax when it is of a value between \$5000 and \$10,000, and is transferred to one of the immediate family of the testator.

Otherwise such inheritance, of more than \$5000 and less than \$25,000, is subject to a tax of 1 per cent of its value. The rate then gradually increases as the amount of the inheritance increases until it is 25 per cent for an inheritance of \$20,000,000 or more.

"The wealth of the country was so much more evenly divided 50 years ago among the entire population," said Oliver, "that we were a prosperous, happy and contented people. The civil war brought about a great change, and created, through favoritism, many great fortunes. The tariff laws and other laws passed for the benefit of the few have served to create many thousands of millionaires and multi-millionaires. A measure which shall serve to pay a considerable part of the expenses of government and thereby reduce the taxes and lighten the rent burden will go a long way toward solving one of the great problems of the day."

QUEEN VICTORIA'S JOURNAL FILLS ONE HUNDRED VOLUMES

Lord Esher, Editor of Published Letters, Says Her Diary Was Kept From Age Thirteen and That She Was Always Serious and On Side of Peace.

LONDON—Queen Victoria herself wrote 100 volumes of a private journal, beginning when she was 13 years old, declared Viscount Esher, deputy governor of Windsor Castle, whose "Letters of Queen Victoria" was published in 1907, in a lecture at the Royal Institution Friday night on the Queen. The lecture was given by permission of King Edward and contained much new information. Lord Esher said Queen Victoria kept a daily private journal in its entirety. These works, recording the daily life of the Queen, would fill 100 volumes. All are written in her small,

round hand. Her entire correspondence and papers, when arranged and completed, will fill 1250 volumes.

Lord Esher said that the journal shows that from her childhood Victoria took herself most seriously and that as Queen she always had the courage to "act alone" and "with confidence in my country." Her influence was uniformly thrown on the side of peace, the speaker declared.

"We owe to Queen Victoria," said Lord Esher, "the reinstatement of the monarchial principle in the eyes of all grave and earnest men."

SHAKERS' COLONY AT LEBANON, OHIO, WILL BE DISSOLVED

Survivors of the Sect Which Settled There a Century Ago Now Seek Home in Cincinnati.

TO JOIN METHODISTS

CINCINNATI—It is announced today that the famous Shaker colony, which for more than a century has been maintained near Lebanon, O., is to be dissolved.

In 1805 the first settlers of the sect removed from Lebanon, N. Y., to Ohio, and settled on 4000 broad acres in Warren county, and for many years they prospered. At one time the colony numbered 800. Branch colonies were established years ago near Dayton, O., and High Bridge, Ky., but both practically are now extinct. At Lebanon there are 23 survivors. The leaders are negotiating with the Methodists for a permanent home at College Hill Home in this city.

The Shakers sprang up in England, like the Quakers, in 1747, and first came to America in 1754 in charge of Mother Ann Lee. The primal note of their religion is brotherly love, and a belief in celibacy.

MONSTER WHALE CAUGHT IN SURF

NORFOLK, Va.—A monster whale was caught in the surf Friday near the life-saving station at Cape Henry. The life savers landed the big fish after a great struggle. It measures 65 feet in length and is estimated to weigh between three and four tons.

The surfmen went out in a dory and finally managed to attach a cable and haul it ashore.

NEW RULES IN NAVY YARD ARE GIVEN OUT TO CHECK VISITORS

The Order Which Goes Into Effect in Two Weeks Requires a "Pass" for Sight-Seeers and Employees.

WILL IDENTIFY ALL

A new and stricter system of entrance and exit regulations for the Charlestown navy yard will go into effect during the next two weeks. Up to the present time employees and all visitors have been allowed to enter and leave the yard during working hours on week days and no form of identification or pass has been in use.

The growing importance of the local yard and the greatly increased force of workmen, some 3000 being employed there, and the many scores of daily visitors, have led the authorities to establish a system of entrance regulations similar to those in use in the other navy yards in the country. Under it every workman will have a check number and identification check.

Each will elect the gate most advantageous to him and his check will be placed in the case at that gate. Whenever he enters the yard he will be given his check and whenever he leaves it he will be required to return the check at the gate. When forces are ordered to report at night or at any specified time, the check numbers of the men so ordered will be posted at the gate and only those men let in.

Under the general pass system for visitors the yard will be as open as ever. The only difference will be that each visitor will ask for a pass at the gate and must return it when he leaves. This will prevent naval prisoners escaping in clothing of workmen. The clerks, foremen, etc., will have a check pass which will permit of their entrance and exit at any time.

SHIP HALF MOON IS REPRODUCED

Baron A. Van Reigersberg Versluys of Amsterdam, who is in San Francisco, says that the Dutch government has nearly completed a ship of 400 tons, an exact copy of the Half Moon, which was the first craft to sail up the Hudson river.

This miniature boat will be completed in July, and will be brought across the Atlantic on a Dutch warship. When off Sandy Hook the Half Moon will be launched and manned by a crew of Dutch sailors, dressed in the costume of the early days. The small boat will then sail up the Hudson river and will be formally presented to the American nation, says the San Francisco Examiner.

Baron Versluys is on his first visit to America, although he is quite a globe-trotter. He said he considered American men the most polite and considerate people to strangers he had ever met.

Meyer Jonasson & Co.

Tremont and Boylston Sts.



The Most Important Waist Sale in Our Entire Retail History

Monday, Tuesday and Wednesday, March 8-10, are the days that women of New England will have their greatest opportunity to purchase a supply of new Waists for Spring and Summer at absolute net cost of wholesale manufacture.

Through co-operation with four of New York's highest grade waist manufacturers, we will place on sale (these three days only) 5500 brand new waists of best quality lawns and batistes, handsomely embroidered or lace trimmed, at the following unprecedented prices. All sizes.

Regular Stock Prices	\$1.25	\$1.50	at	90c
Regular Stock Prices	2.00	2.25	at	1.35
Regular Stock Prices	2.75	3.50	at	1.85
Regular Stock Prices	4.00	4.50	at	2.50
Regular Stock Prices	5.00	5.50	at	2.85
Regular Stock Prices	5.75	6.00	at	3.50
Regular Stock Prices	6.50	7.50	at	3.95

Every waist guaranteed to be the very newest 1909 style, never before shown, and perfect in every particular

MIND, NOT MATTER, CONTROLS FINALLY, DECLARES PALMER

Prof. George Herbert Palmer of Harvard, in his sixth lecture on the "Ethical Problems of Freedom and Determinism," in Huntington Hall Friday evening, took up the subject of chance. "Mind," he said, "finally controls, not matter."

"Chance," said Professor Palmer, "means uncertainty in an unknown mind. When we say that anything is merely a matter of chance we but confess our ignorance of what is operating to bring it about. It is because we do not see any connecting link that we talk about luck. It is a term used every day to describe certain conditions, but we should know when we use it, that it is a negative term. Chance and luck exist in the human mind, they do not exist elsewhere."

"The question arises, do we not see chance in the objective world? Yes, we apply it here in a perhaps still wider field. In the concurrence or coordination of two lines of causal sequence we find what we call chance. As an illustration of this I might point you to what took place in Washington March 4. One line of causal sequence brought about an inauguration, another brought about a blizzard and they ran into each other. Each was blind to everything except itself. We say it all happened as a matter of chance. But we must not overlook the fact that mind of some kind was represented in each of them, so not an accident. So far as sequence is concerned, neither one had anything to do with the other."

"Mind has intervened, either human or divine, when two lines of sequence have come together. The intervening mind often seems helpless in the presence of these lines. Civilization means getting over this helplessness."

"The biologist and the physicist may investigate lines of sequence, and when they concur may tell what will happen, but to tell the why of the concurrence is not in his province. In all this we must remember that Mind, not matter, has the final word. Freedom consists not in destroying any law, but simply in the intervention of Mind, by which another law is put into operation which destroys the effects of the first and brings about a desirable result."

The Globe-Wernicke Co.

Sectional Book Cases promote interest in good literature, encourage refinement and add beauty to home environment. Complimentary copy of catalogue, illustrating twenty-five interiors of libraries, etched from original drawings, mailed on receipt.

Globe-Wernicke

CINCINNATI
New York, 380-382 B'way; Chicago, 224-228 Wabash; Boston, 91-93 Federal st.

HARVARD AWAITS YOUNG ROOSEVELT

Kermit Roosevelt is soon to return to Harvard to take leave of his classmates before starting with his father on the expedition to Africa. He has not been at Cambridge for a couple of weeks, and at present his chums there do not know where he is. He left immediately after the mid-year examinations closed, leaving his room in Claverly Hall in order.

It is supposed that he is outfitting himself for the hunting expedition in New York, although when he left he said he was also going to Washington and Saranac lake. He is expected back the first of next week, and plans are being made by his friends and societies of which he is a member for several farewell dinners to him.

TERM NEARS END ON TRAINING SHIP

The winter term on the Massachusetts nautical training ship Enterprise will close on March 26 and examinations for entrance for the spring term will be opened at once. The cadets will transfer to the ship, the U. S. S. Ranger, at the beginning of the new term.

About 17 cadets will be graduated from the school this spring and the commissioners are anxious to secure at least 40 cadets to replace them and give the new ship Ranger a sufficient complement to handle her. They anticipate giving the cadets a more extended cruise than ever before, possibly taking in several South American ports.

The Children's Star

A JUVENILE MAGAZINE SHORN OF ERROR
Agents wanted in every town.
\$1.50 a Year.
SAMPLE FREE.
15th and L. sts., N. W. Washington, D. C.

Always Essential
FIRE INSURANCE
BURGLARY INSURANCE
LIABILITY INSURANCE
AUTOMOBILE INSURANCE
Call, write or telephone.
NATHAN H. WEIL
1511-1513 Third Ave., Yorkville
Bldg., New York City.

Western Lands

Parties desiring to take advantage of increased values in Western lands should call and see

W. H. Huyck
at Bartol Hotel, Huntington ave. and Gainsboro st., who represents the

Western Wheat Lands and Timber Co., Ltd.,

who have large tracts of land in the Province of Manitoba, which have practically doubled in value since their purchase by the company.

An opportunity is now available to participate in these advances. If you have not time to call, send for information to the above party or direct to the head office of the company, 418 1/2 Talbot st., London, Ont., Canada.

Autoists Are Promised Best Show Ever Held In This City

STUDEBAKER CARS RAPIDLY TAKING THE HIGHEST RANK

Company Manufactures Gasoline and Electric Pleasure and Commercial Cars of Types and Sizes.

COMPLETE EXHIBIT

Fifty years ago the five Studebaker brothers started in making wagons which were used to carry prospectors and their families across the plains at the time of the California gold rush of '49. Today the Studebaker Manufacturing Company is the largest vehicle making firm in the world. Their automobile line comprises both gasoline and electric pleasure and commercial vehicles of all types and sizes. Today Col. J. M. Studebaker, one of the original five brothers, uses an electric runabout in his daily inspection of the workshops, the little car gliding down between the long lines of working men that occupy floor after floor and building after building. An idea of the cosmopolitan use of these little electric cars is given by the fact that today one of the best markets for them is St. Petersburg, Russia.

The Studebaker touring car enjoys one distinction perhaps not possessed to an equal degree by any other car made. Almost without exception products of fine engineering involve compromise. In the Studebaker the primary considerations are comfort and reliability. There must be power enough and the car must be light enough to be easy on tires. The usual question in the factory is, "What must we do to make the car sell?" That is the wrong question. The right question is "What shall we do to make the car serviceable?" And that is the question that the Studebaker people have answered.

One can travel 200 miles a day in or-

Latest Model of Studebaker Car



inary country in a Studebaker and feel it less than if he had traveled in a Pullman drawing-room car. Whether it be in the mountains of California or the Alps, tourists in a Studebaker invariably have less trouble and a better time than those in other cars.

An excellent token of the substantial growth of the Studebaker interests is the number of its branch houses all over the country. They all have excellently organized repair shops, carrying an adequate supply of spare parts, and they all look after Studebaker customers. The advantage of knowing that he will be looked after in all parts of the country by direct branches of the company is no small asset to the man who may tour from coast to coast. An excellent example of these is the Boston branch house under the able management of R. W. Daniels.

The Studebaker exhibit at the show covers one of the most complete lines exhibited there. In the basement are shown the various types of electric pleasure and commercial vehicles. Runabouts, stanhopes, delivery wagons and trucks give an excellent idea of the extensive use of electricity in transportation today. In the main hall are the gasoline models and most prominent among these is a car which is attracting universal attention as an example of modern luxurious coach-work. It is a black limousine, with silver plated fittings, even to the lamps and horn. The interior is lined with pale green brocade satin, and has electric dome lights, satin pillows, cut glass vases, telephone and sterling silver calling card cases, mirrors, etc.

Other models show the 30 and 40 horsepower touring cars and runabouts, ranging in price from \$2000 to \$5000.

A noticeable innovation on the engines of the 1909 cars is the use of the Bosch magnetic ignition plugs. These plugs were used with great success by the German Mercedes last year and the Studebaker company has now secured the exclusive rights to the furnishing of this ignition on their cars.

Even to the uninitiated all the cars shown have a clean-cut, up-to-date, businesslike appearance that well justifies the claims of the salesmen, while to those in the trade the expectations of the Boston branch to make a record number of sales at the show are admitted to be not only reasonable but very sure to be fulfilled.

A VALUABLE AUTO GUIDE.

The "Red Book" automobile guide is what everybody with an automobile wants when touring New England. Fifteen thousand miles of roads were covered last season alone by the "Red Book" car, carefully recording all distances, changes and conditions, thus keeping the guide "up to the minute." The "Red Book" is the compass by which all land craft should steer. It describes concisely 60 routes, 30,000 miles of roads, giving every kind of detailed information. It contains 150 new route maps and 100 city maps, the whole occupying a book of 850 pages. It is published by F. S. Blanchard & Co., Worcester.

PLAN TO BOOM ELECTRIC AUTO

Arrangements Being Perfected to Organize an Association to Promote the Use of Such Motor Cars.

Steps have recently been taken at a Boston meeting of manufacturers, manufacturers' agents, battery manufacturers and representatives of the Edison Electric Illuminating Company of Boston to develop the business in electrically operated automobiles, trucks, delivery wagons, etc.

Frank A. Stone was chosen chairman of the meeting, and after the banquet an interesting and valuable discussion of the possibilities, not only of the vehicle, but of the field to be developed, took place. He pointed out that New England has its well-built roadways, magnificent park systems and beautiful natural scenery, all of which are accessible with the electric vehicle.

It is important, he said, that purchasers of electric vehicles be familiarized with the machines they use and that public garages know more about these machines. He said that in battery work he had found numerous cases where vehicles did not give the maximum service because they had not been given proper attention.

The backwardness in the development of the electric vehicle business has not been due to lack of mileage capacity. Great mileage is not required; the electric vehicle is not intended to compete with the gasoline machine in long and unusual trips. The electric is strictly for family, professional and commercial use in the city and its suburbs. For special work, however, special arrangements might be made.

It is proposed to arrange for talks and illustrated lectures before business men's associations and conventions in different cities, these lectures to cover the general field of the vehicle business, engineering, transportation, batteries, garages, etc. Efforts will also be made to bring the garage men together frequently for instruction in the care and operation of electric vehicles.

STEVENS-DURYEAS TAKE A PROMINENT PLACE IN AUTO LINE

Made by One of the Firms That Have Given Massachusetts World-Wide Fame for Its Manufactures.

DESIGNER IS EXPERT

The Stevens-Duryea line exhibited at the Auto Show opening tonight is one that should not be overlooked. This old and reliable concern, which has for years been manufacturing fine tools and rifles that are known all the world over, and has made our state famed in these lines of manufacture, not only in this, but in foreign lands, turned its attention in 1902 to the then small but growing automobile industry, and with its usual foresight secured the services of J. F. Duryea, who had for nine years been prominent in the manufacture of gasoline vehicles, so much so that it is written of him in 1900 by a prominent writer as follows:

"It is claimed that this gentleman has had longer experience than that possessed by any other American builder of gasoline vehicles."

This is proven from the fact that in 1895 one of his vehicles won the first American contest held in Chicago in November of that year and again in England in 1896, in the London to Brighton run.

After combining his knowledge with the unlimited resources of the J. Stevens Arms and Tool Company, the product has been continued to this date and those familiar with recent endurance contests and hill climbing events will bear out the statements that the Stevens-Duryea line has always been well up to the front.

With a record of never having made a failure, this company through its agents, the J. W. Bowman Company, is showing a very complete line of four and six

cylinder cars. We shall not go into the details of construction here, but will leave it with the readers to look them over at the show and judge for themselves the merits and demerits of the product of one of the oldest and most successful designers in America.

INCREASE SALES FOR SELDEN CAR

W. S. Jameson, manager of the Selden Motor Car Company, 1000 Boylston street, says: "It is highly satisfactory to me as manager of the Massachusetts branch to have placed already in four weeks' time as many cars in this section as were sold the entire year of 1908. This success has been due more to the actual record of the 1908 cars than to any demonstration or salesmanship on our part."

"We regret not being in the show this year, for we consider it of the greatest assistance to both the buyer and manufacturer, but we were too late in application to get the space with pleasure vehicles."

HUME CARRIAGE IS DISTINCTIVE

The distinctive style and wearing qualities of the Hume carriages have earned for their makers a national reputation.

The Hume Carriage Co., although at its present quarters, 66 Stanhope street, for little more than a year, is running its plant night and day and turning out in addition to its special makes of carriages a superior line of automobile bodies, tops, slip covers, etc., and has all it can do to keep up with its orders.

WHERE TO GET AUTO SUPPLIES.

The Equitable Distributing Company is not exhibiting at the show this year, but is making a splendid display at its new quarters at 245 Columbus avenue. All sorts of supplies for motor cars may be procured there at the lowest prices consistent with the value of the article. Arthur Sidwell, manager, invites the company's friends and patrons to inspect the new headquarters.

MARMON ENGINES WATER COOLED

Little Book Entitled "Marmon vs. Trouble" Has Been Printed by the Manufacturers.

The Marmon car is handled in Boston and New England by the F. E. Wing Motor Car Company of 12 Columbus avenue. The changes in the 1909 models have not been radical as compared with the machine turned out in 1908. The same high standard of workmanship has been maintained and behind all models stand years of experience. The company stands by its product and holds itself in readiness at all times to furnish properly fitting parts and repairs.

A little book of facts, entitled "Marmon vs. Trouble," has been printed by the company, which makes both interesting and instructive reading. The Marmon line for 1909 comprises a 50-horsepower touring car, a 32-40 touring car and a 45 horsepower roadster of snappy lines and sturdy construction. All engines are water-cooled, the four cylinders cast in pairs with the valves on opposite sides. The principal ignition is by Bosch high tension magneto. The multiple disc clutch, composed of nine plates of steel with cork inserts, is used. The popular Marsh quick detachable rims are supplied with the regular equipment, using on the largest model 36x4 inch tires on front and 36x5 on the rear wheels. The other models have smaller wheels and tires.

AN EFFICIENT ENGINE.

The Harriman Engine Company, which owns the patents on various types of steam and internal combustion engines, is showing the Harriman compound expansion rotary engine working under steam pressure. This noiseless and efficient engine does away with crank shaft, arm and piston-rod and recently established at the Massachusetts Institute of Technology the unprecedented record of 42 pounds per B. H. P. hour, using a five-horse power engine. The engine is adaptable to automobile, generator, blower, compressor, pump and marine work.

HIGH GRADE MOTOR CARS
EXCLUSIVE DESIGNS AND PERFECTED
MECHANICAL FEATURES

ELECTRIC, PLEASURE
AND COMMERCIAL VEHICLES OF ALL
TYPES AND SIZES

Studebaker

Studebaker
Garford "40"
\$4000—\$6000
Touring Cars
Speed Cars
Closed Cars

Studebaker
Garford "30"
\$3000—\$5000
Touring Cars
Suburban Cars
Closed Cars

E M F "30"
\$1250
A Quality Car
at
A Quantity Price

Studebaker
Commercial Electrics
\$1850—\$4500
800-lb. to 5-ton
Capacity Wagons
for all Purposes

Studebaker
Pleasure Electrics
\$1450—\$2200
Runabouts
Stanhopes
Coupes

Boston Automobile Show, Spaces 24, 25, 26, 27, 209-210
Boston Automobile Branch
1020 Boylston St.

Decorations at Auto Show Rival Any Ever Seen There

Helped President Taft Catch Train



The above picture shows President Taft, then secretary of war, in the Reo car owned by the Hon. E. H. Stone of Sioux City, Ia., just after completing a quick trip to catch a train.

AMERICAN COMPANY HAS UNIQUE FEATURE IN LATEST MODELS

The Underslung Frame of the American Motor Car Company's Automobiles a Noteworthy Improvement.

REDUCES SKIDDING

One of the most unique and at the same time noteworthy features seen on any of the 1909 cars is the underslung frame employed on the "Roadster," "Traveler" and "Speedster" models of the American, manufactured by the American Motor Car Company of Indianapolis.

The underslung frame, though it gives the car an extremely low swung appearance, is declared by the company to be the logical type for a car that is to be driven at high speed. It swings the weight of the car nearer the ground, lowering the center of gravity in consequence, the frame being suspended from the farther ends of the front and rear springs, and passing beneath the axles. To the casual observer, a car of this type seems so low as to be impracticable, but the fact is that the road clearance of the "Roadster" is 10 1/4 inches under all, and 12 1/4 inches for the "Traveler," due to its equipment with 40-inch wheels.

The advantages put forth for the underslung frame are that it minimizes the possibility of skidding or overturning in taking curves at speed; that it would prevent serious consequences in spring breakage; that sidesweep is eliminated in fast going; that the spring recoil is upward instead of downward—just the reverse of ordinary—and that it affords an absolutely straight-line drive.

An interesting test was recently made of the underslung frame in speed work. The car was started going in a circle and kept moving in constantly increasing speed. Instead of the rear wheels flailing around or skidding when the

speed became too great for the diameter of the circle in which the car was traveling, all four wheels slid, and the machine continued its course on a wider circle.

The straight-line drive has been striving for ever since the automobile outgrew its infancy, but has never been attained except in the underslung frame American. The advantages gained in the elimination of friction and lost power are readily perceived.

MANY MODELS FOR ALL NEEDS

The Linscott Motor Company Has Cars Which Should Meet the Requirements of Any Autoist.

The Linscott Motor Company has a particularly attractive line of cars on exhibition. The man of moderate means, wishing a reliable car that will carry him anywhere or a speedy roadster, may find his ideal in either a Reo or Overland, both of which the company carries in all models. On the other hand, if a high-powered, seven-passenger car takes the fancy and the pocket book will allow, the well-known National will fulfill every requirement. The National model 935, called the "little four," is 35 horse-power, is shaft driven and has a high tension Bosch magneto. The "big four" National model 940, is 40 horse-power.

The Reo holds the record for a non-stop test, completing 4992 miles. The Reo touring car and roadster are both 20 horse-power. The Overland is turned out in both four and six-cylinder models and the bodies are made for roadsters, touring cars, coupes and taxicabs. J. M. Linscott, manager of the company, and C. G. Andrews may be seen at the company's booth at the Auto Show and will be glad to answer any questions.

SEVENTH ANNUAL DISPLAY TO BE MOST ELABORATE

Manager Campbell Promises Public the Best Exhibit of Its Class Ever Held in Boston.

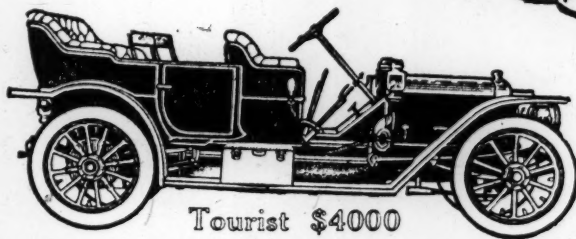
MANY FINE CARS

What promises to be the greatest industrial exhibit ever held in this country, namely the seventh annual exhibit of the Boston Automobile Dealers' Association, will open in Mechanics Building this evening, and for one week following the public will be given a chance to see and examine all that is up to date and new in the automobile world. For months past Chester I. Campbell, secretary of the association, has been preparing for this exhibit, and for the past week or more 500 workmen and master mechanics have been at work in the hall putting it into shape for the event. The result of these labors is a combination which goes to make the greatest automobile show in America, not barring even the big show in Madison Square Garden.

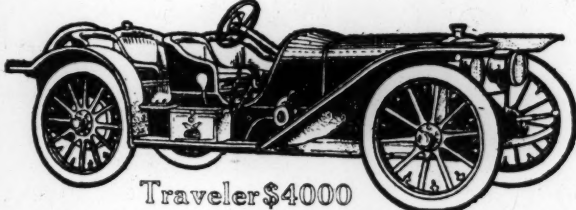
Every detail has been carefully looked to, and Mr. Campbell has got for exhibit the finest cars made in this country, as well as many of the foreign cars of note. So far as decorations go it has always been the endeavor to make Boston shows surpass those of all the other cities, and this year Boston can safely be said to have outdone itself. The beauty of the building must be seen to be appreciated, and once seen it is not easily forgotten. The entire scheme of decorations from cellar to roof is thoroughly original, the result of many months of study. So far as the exhibit itself goes, it is one that compares with any in the country, and when one considers that 105,000 square feet of exhibit space is used, some idea of the immensity of the show may be imagined. As regards the expense of preparing for a show of this kind, it is really beyond figure. For months the work has been carried on, and while the cost of preparing the building for the show figures up to many thousands of dollars, this is really but a small item as compared to the total expense of this event. In a way it is shared by these 500 exhibitors, for they have been getting ready, employing labor, using material and such for many months, and it would be almost impossible to figure out just what this sum would be. The valuation of the exhibits in the building figures up a total of several millions of dollars, and few really can imagine just what the preparing for and holding of an automobile show means. A visit to the hall during the next week will give some idea of this, but only in a small way.

In addition, of course, to the exhibits, there is much in the building to interest the visitor, and it is a show not for the automobile user and enthusiast, but a show for everyone, a visit being really a mechanical education.

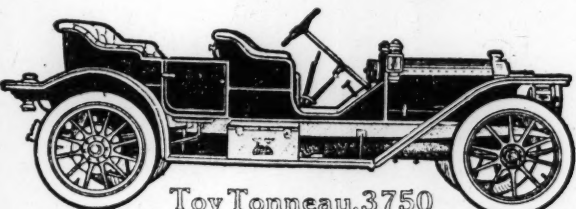
THE AMERICAN



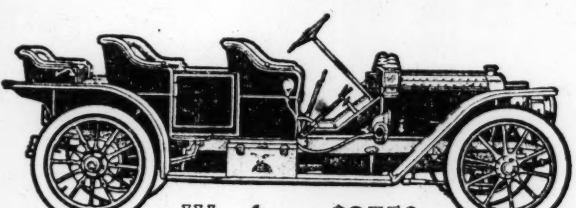
Tourist \$4000



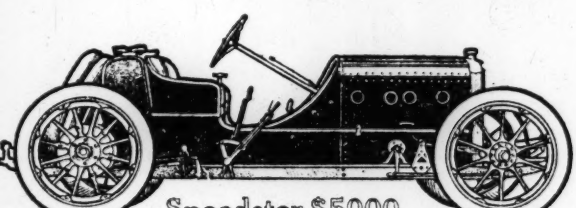
Traveler \$4000



Toy Tonneau, \$3750



Wayfarer \$3750



Speedster \$5000

The Car for the Discriminating Few

It is the consensus of opinion—and rightly so—that the American "Roadster" models easily dominate the market in "Class", Road-work, and mechanical excellence, but a great many have overlooked the fact that the American is made in seven different models, each one as much a leader in its own type as the "Roadster".

Remember, we make an *Automobile*. It is true that there are some cars more widely known than the American, but the buyer of today is waking to the fact that he wants an automobile and not a nameplate.

In justice to yourself, inspect the American line, at the Boston Automobile Show, spaces 44 and 45, Dept. A., Main Hall, before making a decision.

American Automobile Co.

MOTOR MART,
16 Columbus Avenue, Boston

AUTO CARNIVAL PLANS NAMED

Many Interesting Events Are to Be Held in New York During the Week of April Fifth—A Big Parade.

NEW YORK—The programme for the automobile carnival to be held here during the week of April 5 was decided on by the committee of the Automobile Club of America on Monday. The carnival will begin with a hill climb up Fort George hill on Monday, April 5. Col. G. C. Pardee, who acted as chairman of the hill climb committee last year, was named again.

On Tuesday, straightaway races and speed trials will be held on the Ocean Parkway or on the Motor Parkway, the scene of the recent Vanderbilt cup race.

C. R. Teaboldt will serve as chairman of the committee having these races in charge.

Wednesday has been set aside as souvenir day, when the members of the trade will hold open house along automobile row and distribute such souvenirs, banners or catalogues as may be deemed suitable. In the evening a trade banquet will be held, with Alexander Howell as chairman of the dinner committee.

Thursday will be a field day at Morris Park or some other suitable spot. Orrel Parker was named as chairman of the committee to arrange a programme of races and other sports for that day.

No features are planned for Friday, but on Saturday, April 10, the big parade, which will be held in the day time this year, is scheduled. General Cutting announced that Gen. George Moore Smith would act as grand marshal, with authority to choose his own aids. The arrangements for the parade are in the hands of a committee of which R. G. Howell is chairman.

The "Marmon"

A MECHANICAL MASTERPIECE



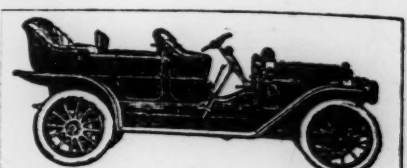
MARMON "THIRTY-TWO," \$2400

A Superb Car of Pre-eminent Mechanical Excellence

The Marmon "Thirty-Two" is neither a cheaply built car at a low price, nor a "good enough" car at a high price. It is a thoroughly high grade car, carefully built and completely equipped at a price which makes it the best real bargain of the day. It is a car of whose character, appearance and performance its owner may well be proud. It is a car that can be depended upon to give long and economical service. It represents the highest class of motor car engineering. It is thoroughly rational in power, weight and carrying capacity and consistent in price. Equipment and Marmon construction considered, it urges a careful investigation by every buyer who is really economical.

Motor, 4 Cyl., 4 1/2 x 4 1/2. Water cooled. 32-40 H. P. Three point support. Ignition, Bosch H. T. Magneto, dual system. Lubrication, Marmon system of automatic force feed through hollow crankshaft. Drive, straight line shaft. Selective transmission and rear axle one compact unit, very accessible. Large brakes, effective and very durable. Materials, absolutely the best of everything, including Krupp and Chrome Nickel Steels. Hess-Bright imported ball bearings. Tires, Q. D., 34x4. Wheel Base, 112 in. Weight, 2100 lbs. Equipment, complete and high class. Bodies, Sheet Metal. Touring Car seats five; Suburban (detachable tonneau) seats four; Roadster seats two. Also furnished as Coupe or Limousine Town Car.

F. E. Wing
Motor Car Co.
New England Agents,
12 Columbus Avenue
MOTOR MART



MARMON FIFTY, \$3750.00
Seven Passenger,
Easiest Riding Car in the World.

Made Entirely by NORDYKE & MARMON COMPANY
Established 1881
INDIANAPOLIS, IND.

THE MONITOR IS AN IDEAL
PAPER FOR THE HOME

PEERLESS AIMS FOR COMFORT

Silence and comfort are features which are distinctively Peerless. In the construction of the car, the material adopted for each part has been selected as best for the purpose with reference to its peculiar fitness for the service required. Every detail in the makeup of the construction tends toward the perfection of these qualities.

After the selection of material, comes the manufacturing of the product, and today all the important work is done in the Peerless factory. With a corps of skilled inspectors, every part before assembling must pass a most scrutinizing inspection for accuracy. This system makes it absolutely necessary that every part be made of exact size, thus insuring each part fitting with every other part throughout the entire mechanism.

WELCH SHOWN IN SIX MODELS

The first Welch car was built in 1900 and each year since that time a steady march toward perfection has been made. The 1909 Welch models are one more step toward the goal of an ideal motor car. The changes in construction in these little more than eight years have been toward refinement, rather than radical differences made in mechanical parts.

The Welch exhibit at the show is bound to attract attention, six models being exhibited, a four cylinder, seven passenger touring car, the standard of the past three years; a four cylinder, 75 horse-power, five passenger roadster; a six cylinder roadster, with baby tonneau; a six cylinder, 50 horse-power, seven passenger landaulet; a four cylinder 50 horse-power, close-coupled, five passenger touring car, with rumble seat for the chauffeur, and a touring coach.

AUTOMOBILE SHOW

Mechanics Building
Opens Tonight
8 P. M.



Ever Seen in Any Auto Show in the World!

Automobile Clubs Promise Much Toward Improving Sport

BAY STATE AUTO ASSOCIATION HAS SHOWN BIG GROWTH

Although but Five Years Old It Has Been Forced to Take Larger Quarters Four Times.

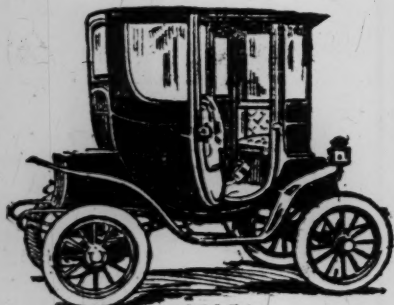
PROMOTES RACING

The Bay State Automobile Association, the only organization of its kind in Boston which is affiliated with the American Automobile Association, has in less than five years grown to such proportions that its headquarters have been moved several times on account of lack of room to conduct its work. The members now number 300.

The association was started in December, 1904, and during its early career occupied rooms at the Hotel Lenox. In about a year these quarters proved inadequate, which resulted in the Woodland Park Hotel at Auburndale becoming its headquarters. In July, 1906, the house at 282 Dartmouth street was secured and luxuriously furnished at great cost. Many valuable paintings and a fine collection of steins were presented by members. The Dartmouth street home was subsequently outgrown and quarters were taken at the Hotel Carlton and fitted up at an expense of \$15,000. A fine restaurant, billiard room and reading room comprise the suite, and in the near future the association intends to add accommodations for ladies. It is in the beautiful oval

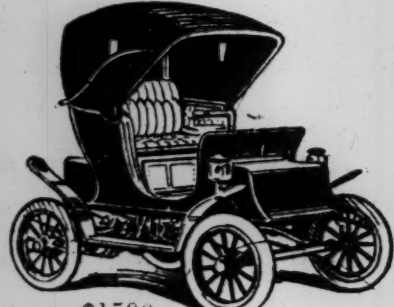
Waverley Electrics

The Silent Aristocrats of Motor Vehicles



\$2150
Victoria Top \$100 Extra
Waverley Victoria Coupe

The success of our two-passenger Victoria Coupe has created a strong demand for a similarly beautiful carriage seating four passengers. Hence this new model, with only enough variation in design to give the desired capacity. This vehicle has all the adaptability of the two-passenger Victoria Coupe for shopping, calling or pleasure driving. The four-passenger Coupe Top is removable and a leather top with removable front seat may be substituted. It is regularly equipped with disappearing child's seat.



\$1500
Waverley Stanhope
A vehicle of most distinguished appearance. In its origin, the Stanhope type was essentially masculine, but the new Waverley Electric Stanhope has no such limitation. While still appropriate for men, it is equally so for women who admire the Stanhope height and character.



\$1600
Waverley Victoria Phaeton
This aristocratic equipage combines all the stateliness and grace of the famous horse-drawn Victoria Phaeton with the ease, safety and convenience of the Waverley Electric. The graceful curve of the patented drop sill brings it very low at the step and admits of a low, comfortable seat.
Our line comprises 10 different models, ranging in price from \$1150 to \$2150. Let us look you for a demonstration.

Electrical Dept.,
Dodge Motor Vehicle Co.
25 Irvington Street
Boston, Mass.
Phone Back Bay 4170.

A Severe Hill-Climbing Test



The above cut shows 15 men, weighing in the aggregate 2535 pounds, clinging to a 1909 Pope-Hartford, driven by William Ruess of Los Angeles, Cal., being carried up Grand avenue hill on Jan. 20. This hill has become a famous point for demonstrating the hill-climbing qualities of cars, and there is not a day but a number are sent over the hill with prospective buyers watching the working of the motors. As the illustration shows, men were crowded into the tonneau and on to the footboards until there was no more standing room. There was an anxious moment as the car hit the steep incline, which for a distance of over 300 feet is of a 19 per cent grade; but the engine responded nobly and surmounted the hill without a hitch.

reading room that the Sir Thomas Dewar cup stands, the trophy won in 1907 by F. E. Stanley for the fastest mile ever made in an automobile. He made the record 28 1-5 s. at Ormond Beach, Florida.

"The Bay State Automobile Association is active in promoting events calculated to advance the automobile industry," said J. Fortescue, its secretary, to The Monitor, "and for several years had charge of the races at Readville. It also has conducted contests that have attracted the attention of the automobile world. In fact," continued Mr. Fortescue, "this association is the live-wire in the East. We have two ex-presidents of the American Automobile Association as members, and one of the Bay State's members is at present president of the American Association."

The Bay State Association looks after all legislative measures affecting automobilists and it has been influential in having expelled from the House many bills of a hostile nature aimed at motorists. The association does not attempt to protect its members who at any time may get into "scrapes," either from violating highway regulations or from a more serious charge resulting from a "run down." In fact it has a standing offer of \$50 reward for the apprehension of any motorist or chauffeur who runs over a person and tries to get away without stopping his car.

The membership fees of the Bay State Association have lately been increased to \$30 per year, \$20 regular and \$10 initiation. The president of this organization is L. R. Speare.

GUARANTEE GOES WITH EACH CAR

Vellie Automobiles Becoming Very Popular With Persons Wanting a Moderate Priced Car.

The new Vellie cars, the product of the Vellie Motor Vehicle Company, of Moline, Illinois, have created a sensation, not only for their appearance, but for the absolute value apparent in their makeup. Few cars at the modest price of \$1750 can boast among their regular equipment a magneto, speedometer, wind shield, with plate glass front and folding brass frame; Solar gas lamps, with generator, and muffler cut-out, besides the usual oil lamps, horn, tools, etc. The motor is a 30 horse-power one, water cooled, with the four cylinders cast in pairs.

Five styles of bodies are made, touring car, toy tonneau, runabout, and tourabout, with either single or double rumble. Colors are optional. The wheels are 32 and 34-inch and have Goodyear quick detachable rims. The transmission is the Brown-Lipe 1909, selective type, with three speeds forward and reverse and is transmitted by shaft. The Kilbourne-Corlew Motor Company of 26-28-30 Bowler street, Boston, is the New England agent. A manufacturer's guarantee for one year goes with every car.

RACES IN FLORIDA FOR AUTOS WILL BE HELD THIS MONTH

Plans as Originally Proposed Will Be Carried Out If Twenty Entries Are Received.

HAVE SIXTEEN NOW

Automobile races are to be held this season according to the original schedule. A definite announcement has been made, notwithstanding, that preparations for the meet have been embarrassed by diverse opinions on the part of the contest board of the American Automobile Association and the Automobile Club of America.

At the meeting of the Florida East Coast Automobile Association this week, a full presentation of the facts in connection with the sanction dispute and the new rules to govern automobile racing was presented, having been sent to Florida by W. J. Morgan, who represents the association in New York, and who is arranging the coming tournaments at Ormond Beach.

Mr. Morgan pointed out that the Automobile Club of America contest board had decided that a sanction was not necessary for the meet as long as the word "international" was omitted, and explained a fact already known, that all previous meets at Ormond Beach have been international, and world's records from one to 300 miles under international rules have been made on the beach.

Secretary Fitzgerald of the Florida East Coast Association advised Mr. Morgan by telegram to make all arrangements for the races, promising that the association would stand behind him, and if he thought the association should resign from the American Automobile Association it would do so. The proposal Mr. Morgan has replied advising that it remain with the American Automobile Association in order to await further developments of the present contest board.

On receipt of this news word was sent to all those interested in racing that the meet will be held this month. The \$4,500 in cash prizes has been deposited in the Merchants Bank at Daytona, according to the new rules, and everything possible will be done at Daytona to make the meet a grand success.

In order to pay expenses and get a race meet of worth there must at least be twenty.

NEW MOTOR CLUB AFTER GOOD ROADS

Permanent Organization to Be Perfected Next Month and Plans Arranged for New Quarters.

"To develop the careful and proper use of automobiles upon the highways and to protect the rights, benefits and privileges of its members in the use of their machines; to encourage endurance road runs and other contests; to promote the construction of good roads and to bring about cordial and harmonious relations between users and non-users of automobiles," are the purposes of the Boston Motor Club, one of the latest automobile organizations to be formed in New England. The club also expects to acquire by purchase or lease real estate either for use as a garage or quarters for the club.

The club already has 250 members, 60 of whom met at the Hotel Oxford, its permanent quarters, Wednesday night and nominated the following permanent officers:

President, Maj. H. G. Kemp; vice-president, E. A. Gilmore; secretary, A. D. Peck; treasurer, W. H. Farrington. The general management of the affairs of the club is vested in the board of directors, which is composed of the following: A. P. Teale, J. B. Sullivan, Jr., Lee Hall, A. E. Adams, W. A. Thibodeau, A. B. Henley, H. H. Love, F. E. Tucker, W. E. Dunbar and H. H. Ross.

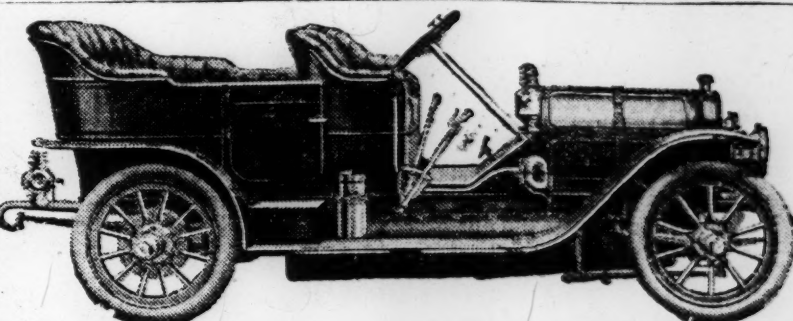
The club intends to have both active and honorary members, but only active members will have a voice in the management or be allowed to hold office. Members of the press will be entered on the club's roll as honorary members. No professional chauffeur will be eligible for membership in the club. The membership fee is \$10 per year.

POPE-HARTFORD MEDIUM PRICED

The Pope-Hartford, made by the Pope Manufacturing Company of Hartford, is a conspicuous representative of the medium priced cars toward which there is an even greater tendency this season than during the past few years.

This is a car whose engine of 40 horsepower is powerful and flexible enough for every practical purpose, whether for touring or city use. The motor is of the four-cylinder type, water cooled, with cylinders cast in pairs and valves located in heads, interchangeable and operated by one set of cams and push rods. The wheelbase is 114 inches and the body is large and comfortable, built on the very latest straight-line effect, seating five passengers.

THE Pope-Hartford



The most popular car in Boston. All types—touring cars, roadsters, pony tonneau and seven passenger car on exhibition at the Automobile show—

Space 101

The Pope-Hartford outdistances in sales and popularity all other cars. There are the best of reasons for this great popularity. Any owner will be glad to tell you what they are.

Don't fail to inspect these cars at the show.

Dodge Motor Vehicle Co.
25 Irvington Street (Opp. So. Armory)

The Sensational Car At the Show

The most astounding exhibit at the Automobile show is the Chalmers-Detroit "30"—price \$1500. Never before have you seen a car that compares with it for less than \$2000.

Never before have you seen in any car some of its desirable features. For this \$1500 car—by engineering standards—is the most up-to-date car on the market.

The Unique Exhibit
A chassis has been specially prepared for this show at a cost of \$5000. It shows the engine cut away and electric lighted. You can see every part, inside and outside, as it appears when running.

You can see why the four cylinders are cast on block, as in foreign cars. You can see the famous two-bearing crank shaft. It is eight times as strong as is necessary. Yet the draft from an electric fan serves to turn it.

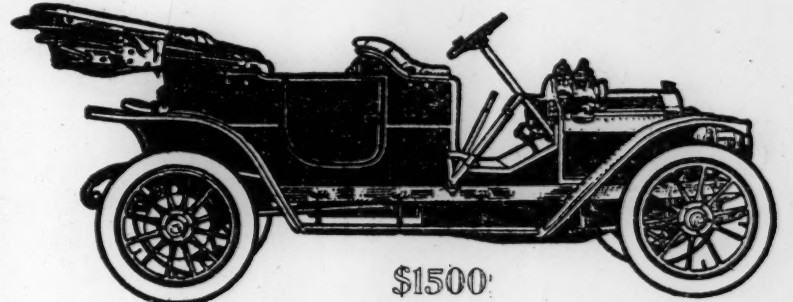
The Record Car
You can see here the bearings from one of these cars which has run 27,000 miles. For 100 consecutive days it made 28 miles per day on heavy country roads. Never did it miss a single trip in all those 100 days.

That is an endurance test such as no other car at any price ever met. Let us show you the bearings as they appeared after the test was over—after the car had run 27,000 miles.

Bring an Expert With You
You will find at the Show several low-priced cars which will claim to be as good as our "30."

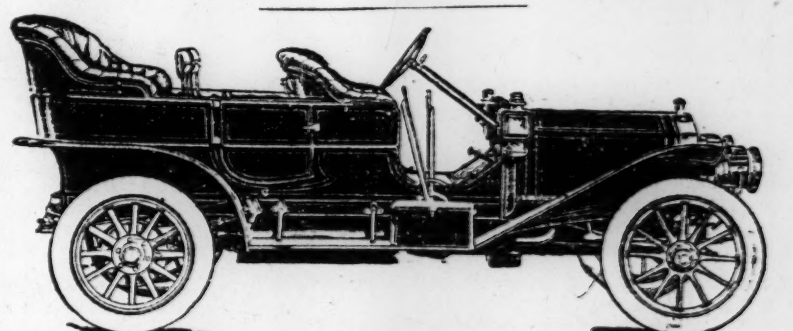
So, if you are not an expert, we ask you to bring a good engineer along with you. Let him make the comparisons, then do as he says. We are willing to abide by his judgment.

Chalmers Detroit "Thirty" Over 1200 in Use



FEWHITTEN - GILMORE & CO.
907 BOYLSTON ST.
Telephone Back Bay 376

The Mitchell



MITCHELL 40
Seven passenger, selective transmission, magnet, with top complete, \$2320. See our exhibit at the Boston Show, Space 23.

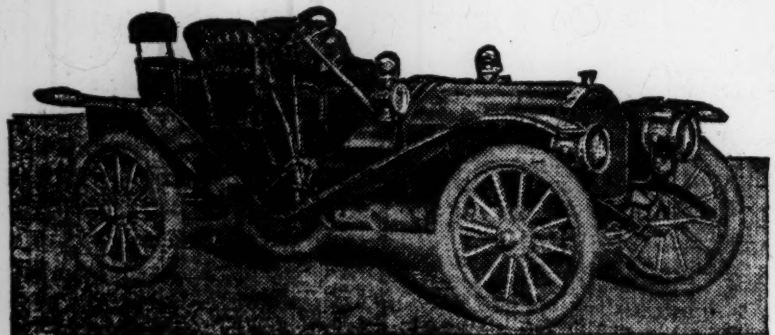
W. M. JENKINS & CO.
AGENTS
286 Columbus Avenue.

Have You Seen the Stevens-Duryea



7 Passenger, 6 Cylinder, 54 H. P., \$4000
Top Extra

Stevens-Duryea



Runabout or Toy Tonneau, 4 Cylinder, 36 H. P., \$2850
Toy Tonneau.....\$50.00 Extra

SPACE 7, GRAND HALL

The J. W. Bowman Co.

911 Boylston Street

Manufactured by Stevens-Duryea Co., Chicopee Falls, Mass. Members Association Licensed Automobile Manufacturers.

CARD

We wish to extend our thanks to the many eminent designers, manufacturers and worthy competitors who have so frankly and publicly expressed their opinion that THE



AUTOMOBILE

Is the best proposition on the market for 1909.

35 H. P. 112-in. wheel base. 34x4, Q. D. tires and rims. Imported Eisemann Magneto and five lamps are regular equipment.

Price.. \$1750

THE S. M. SUPPLIES CO.

22-24 Lincoln Street, Boston

Telephone OX. 2956.

WE have a limited number of 1907 and 1908 models for sale. These cars are entirely taken apart by a competent force employed in our repair department, thoroughly overhauled and reassembled with great care, all worn parts being replaced with new material. After being tested on the road by competent drivers employed for the purpose, the entire car is returned to the shop for refinishing. All the old paint is removed; chassis and body have several coats of lead and color before finishing coat of varnish is applied.

All of our second-hand cars are equipped with new mohair top, complete set of cushions and dust cover, new slip covers on cushions, complete set of tools, including pump and jack, two powerful headlights, one acetylene gas generator, two oil side lights and one oil rear light.

These cars look and run as well as new, and are sold with factory guarantee

Peerless Motor Car Co. of New England,
174 COLUMBUS AVENUE, BOSTON, MASS.

Many Thousands of Dollars Represented In Auto Accessories

WHITE STEAMER VERY POPULAR IN EVERY COUNTRY

Many Points Claimed for
Steam Car Made by This
Company Over the Other
Methods of Propulsion.

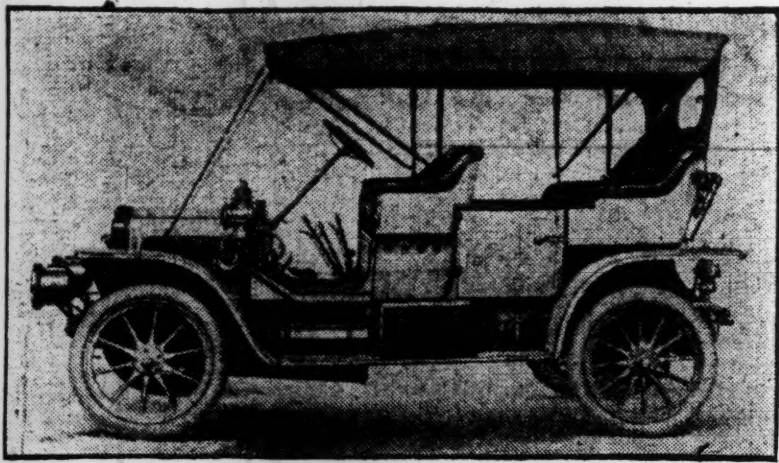
IS SMOOTH RUNNING

The number of different makes of gasoline cars compared to the few steam cars manufactured has frequently been a subject of remark, and has been used by some gasoline advocates as an argument against the steam car. The reason for the practical monopoly of the steam car field is that the patents covering these cars are controlled by a single company, which prevents effectual competition.

Our success has been due to the fact that the White car possesses certain desirable qualities not to be found in other cars. First of all absolute noiselessness of operation. Gasoline cars may be reasonably quiet when running along slowly on the city streets, but whenever conditions require a considerable expenditure of power, they are less quiet than the steam car. Secondly are the great features of smoothness of running and freedom from vibration due to the fact that the power is applied steadily and continuously, not spasmodically or in cycles. Because of this smoothness of running and smoothness in starting, tires last longer. Thirdly, and probably most important, is the flexibility of the steam car. All speeds from zero to maximum are obtained by throttle control alone. The car starts from the seat—no cranking. The engine can never be stalled. The speed of the car responds instantly to the manipulation of the throttle. It does not take any time to "build up speed," as does the gasoline car.

As a fourth point might be mentioned the simplicity of operation. In order to

The Celebrated White Steamer



control his car for varying road conditions, the driver of a gasoline car must operate (1) the throttle, (2) the spark, (3) the clutch and (4) the speed changing lever. As compared with the four-fold task, the driver of the steam car handles but one device—the throttle. The regulation and temperature and pressure of the steam are entirely automatic, and are accomplished without in any way requiring the attention of the driver.

It speaks well for any American product if it is in demand in foreign countries, especially if similar products are made in those countries in quantities amply sufficient for local requirements. In the automobile industry it might be thought quite out of the question that an American product should have an extensive sale in foreign countries, particularly in Europe. Therefore, the popularity of the White car in all parts of the world has been a source of much gratification to that company.

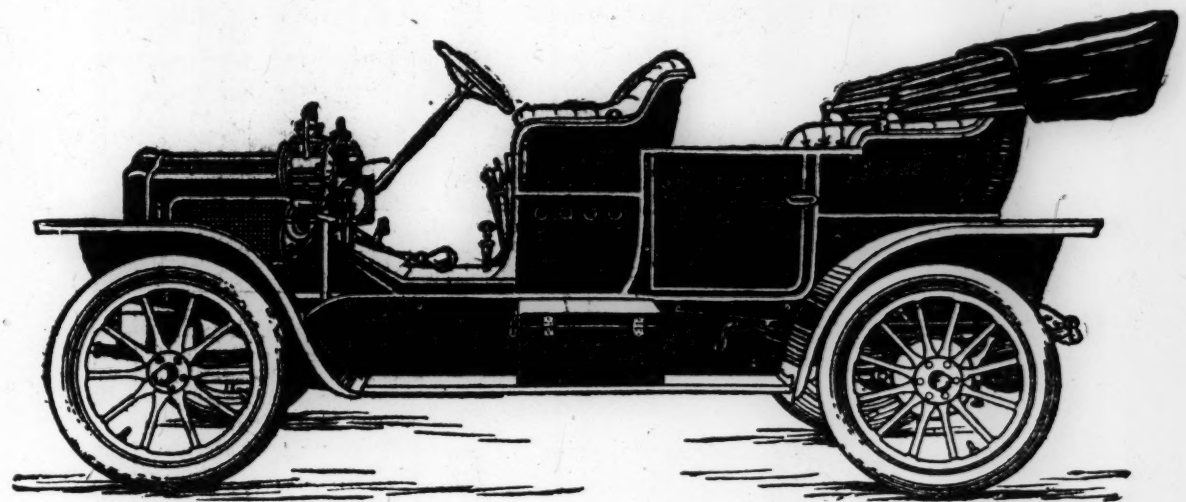
Much of this country's foreign business is handled from its branch office in London, which has supervision over its agents throughout Europe, Africa and part of Asia, including India. Its London branch was established in 1901 and from a modest organization it has developed into one of the largest motor car establishments in the English metropolis.

Autos on Exhibition.

GASOLINE.	GASOLINE.
Acme	Packard
Alex	Palmer-Singer
Allen-Kingston	Panhard
American	Peerless
Apperson	Pennsylvania
Atlas	Pierce-Arrow
Autocar	Pittsburg Six
Avon	Pope Hartford
Cadillac	Premier
Car de Luxe	*Pullman
Chadwick	Rambler
Chalmers-Detroit	Regal
Columbia	Reo
E. M. F.	Royal Tourist
Elmore	Schaeff
Flat	Simplex
Ford	Speedwell
Franklin	Stearns
*Glide	Stevens-Duryea
Grout	*Loddard-Dayton
Gyroscopic	Studebaker
*Hereschhoff	Thomas
Holsman	Winton
Hotchkiss	*Welch
*Hupmobile	STEAM CARS
Interstate	Lane
Jackson	Stanley
Jewell	White
Kisselkar	ELECTRIC
Knox	Anderson
Lambert	Bailey
Laurel	Baker
Locomobile	Studebaker
Marmion	Waverly
Matheson	*Commercial Wagons
Maxwell	Chase
Mitchell	Commercial
*Napier	*Craymer-Miller
*National	Grain Logan
Oakland	Rapid
Overland	Sampson
	Studebaker

*Exhibits in Talbot Hall. Others in regular space.

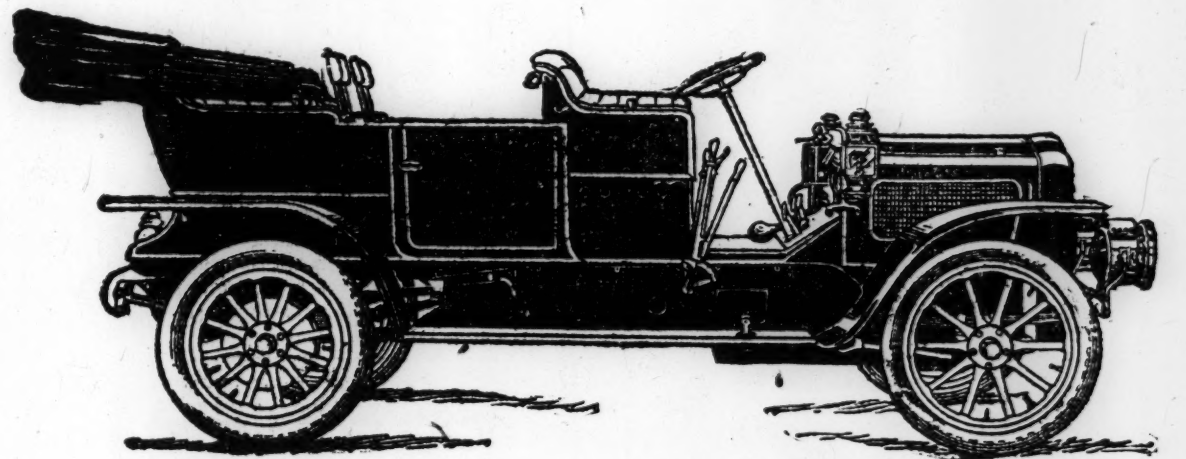
See the White at the Show



Model "O" 20 Steam Horse Power, \$2,000

THE White Steamer possesses so many points of superiority over other types of automobiles that any one who purchases a car without first investigating the White is acting with only a partial understanding of the possibilities of automobile construction. We can meet the requirements of almost any pocket-book with either our 20 horse-power car at \$2,000 or our 40 horse-power car at \$4,000. We can make prompt deliveries of our 20 horse-power model.

The United States Government, the most critical of purchasers, owns more White Steamers than all other makes combined. Our cars are used by the Executive, War and Navy Departments.



Model "M," 40 Steam Horse-Power, \$4,000

The White Company

Mechanics Building and 320 Newbury Street

AUTOMOBILE ACCESSORIES CONSTITUTE INDEX OF ACTIVE BUSINESS

The Industry Is Rapidly Increasing Practical Utilities in Town and Country That It Serves.

ECONOMICAL IN USE

The multitude and variety of auto accessories form an index of the development of the automobile business. Different kinds of headlights, devices for making the numbers of cars plain at night, arrangements for shielding chauffeurs, oddities and improvements in tires and devices to assist in adjusting them on the road, electrical apparatus on which thousands of experts are working night and day. In fact the hundred or more lines of accessories of automobiles and automobilizing show an unwonted activity at the present time.

Another significant feature of the au-

tomobile industry is the wide range of practical utility of the motor car and wagon. Naturally the pleasure car was developed first and has been the means of the industry attaining the prestige that it has, but the working car has profited by the experience derived from pleasure car building and is coming to play a more important part yearly in civic and rural life.

There are many economical uses made now of the automobile for expeditious delivery of goods in numerous lines, for giving a quick service of one sort or another, luncheon, laundry or milk delivering, cab service, supplying goods and provisions that depend for their utility on their freshness and for performing hosts of other services. Even the resident in the less thickly settled districts has come to regard the machine as indispensable that the oft-repeated assertion that "the automobile has come to stay" seems to have all the qualities of accurate prediction.

More industrial uses for motor vehicles of different sorts are discovered yearly. Advanced agriculturists entertain the hope that farm machinery of the motor type will yet become common in use and

it is urged that these will assist in solving many farm problems. Motor cars for the rural free delivery of mail in connection with a proposed parcels post and country express and passenger business is one of the possibilities of the future that is being canvassed just at present by organizations interested in rural development.

Nearly every city boasts of sight-seeing cars that take tourists about to the points of interest, while fire trucks and emergency wagons of several sorts in the services of municipalities and institutions accomplish protective and humanitarian ends with despatch and efficiency unknown to the horse-drawn vehicles.

The development of the automobile industry in the United States has been contemporary with the most remarkable growth of the country and in itself constitutes a factor in the country's progress. The independent means of swift locomotion is accomplishing as much, perhaps, in building up the moderate-sized town and the country district as the railroads achieved in the line of building up populous centers during the past century. Twentieth century methods of transportation and communication are agents in the more uniform distribution of population that many sociologists seek as a desirable end.

The present extent of the industry in the United States is measured by the fact that 80,000 machines are manufactured in this country annually, France producing 40,000 and Italy 25,000. The value of the cars made in the United States is over \$100,000,000 annually.

MITCHELL CAR IN THREE MODELS

W. M. Jenkins & Co. of 298 Columbus avenue are the agents for the well-known Mitchell car, and their booth at the show is an attractive one. The Mitchell Motor Car Company, which is located at Racine, Wisconsin, turns out three distinct models, with both regular and optional equipment. The "20" runabout has speed and is always ready for all kinds of roads. The "30" for \$1500, fitted with touring body seating five persons, is comfortable and its simplicity is pleasing. The "40," seven passenger car, can be driven 60 miles per hour if desired and has power enough to take the hardest grades on the high speed.

The constant aim of the manufacturers of the Mitchell has been to increase the efficiency of their cars. Eleven million dollars' worth of Mitchells have been turned out by the company within the past eight years.

The "Red Book"

Is the only up-to-date Automobile Guide of New England and the Hudson River District, 600 routes; 30,000 miles of roads described in detail; 150 new route maps; 100 city street maps; 15,000 miles covered since last season by the Red Book survey party. Nothing technical; all plain as day. Any novice can follow directions; 850 pages; flexible red leather binding with gold side stamp. Price \$2.50. Send for circular.

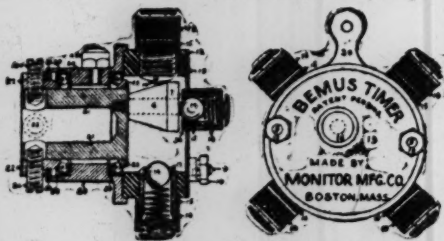
F. S. BLANCHARD & CO.
Publishers
WORCESTER, MASS.

MONITOR Distributors and Improved Bemus Timers

The Monitor Distributer

Guaranteed for One Year. A clever device appreciated by Automobilists because it saves trouble and money

Special Features Contained in 1909 Models



Send for Booklet Containing Explicit Information and Prices

BEMUS PLAIN AND BALL BEARING TIMERS

MONITOR MANUFACTURING CO.

20 PELHAM ST., BOSTON.

See our exhibit at the Auto Show, space 568.

Hume Carriage Co.

DESIGNERS AND BUILDERS OF

Automobile Bodies

Tops, Slip Covers, etc.

Space 440 A
Boston Auto Show

66 STANHOPE ST.
Boston, Mass.

Each Day Finds
The Christian Science Monitor
Reaching More Readers

Perfecting Plans for Cross Country Automobile Contest

AUTO RACE ACROSS THE CONTINENT IS NEARLY ARRANGED

Route Makers to Start in a Few Days on Four-Thousand Mile Trip From the Atlantic to the Pacific.

Preparations for the coming automobile race from the Atlantic to the Pacific are rapidly being completed. Much interest is being aroused in the Northwest in automobiles, in view of the race, according to Thomas Moore of New York.

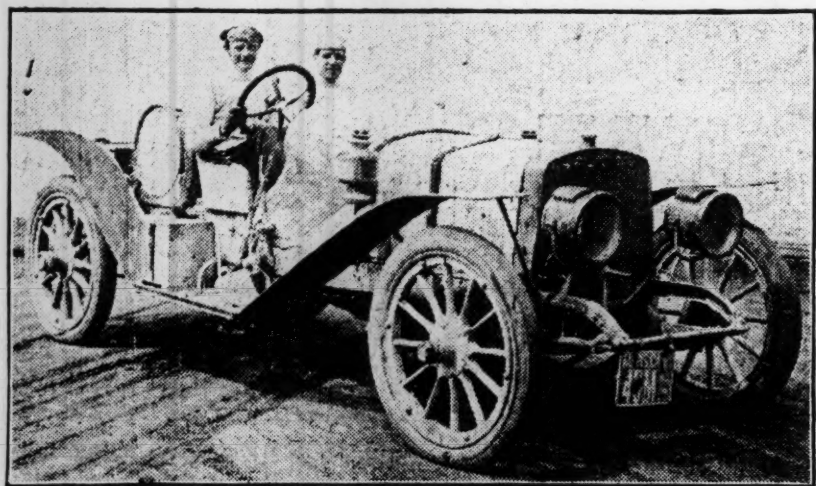
Save for a few of the minor details, everything in connection with the big run from New York to Seattle has been arranged, and the finishing touches will be given to the plans March 15, when the pathfinders will start over their 4000-mile journey.

While in Seattle Mr. Moore arranged with the officials of the Alaska-Yukon exposition to have the fair and the race start simultaneously on June 1, with the pressing of a button in Washington, but there is some possibility that later developments will cause a change in the date.

The route followed will be from New York to Albany, Buffalo, Cleveland, Chicago, Omaha, Cheyenne and Granger. From Granger the course is unsettled and will be mapped out during the present month.

Rules for the New York-to-Seattle

A Record-Holding Automobile



The Lozier automobile that made a world's record at Brighton beach, in September, 1908.

race were sanctioned by the contest committee of the Automobile Club of America at a meeting held in New York.

The rules were carefully considered and approved in all except a few minor details. The chief change was made in rule 4, which dealt with the stamping of the parts of the competing cars. As the rules read originally, only the frames were to be stamped, but inasmuch as some manufacturers have agencies along the route of the contest, it was felt that not only the frames, but the cylinders, crank case and front and rear axles should also be stamped, and only two spare sets of these parts allowed contestants, one set to be on call at Chicago, while the other would be available at Cheyenne, Wyo.

The contest committee made a recommendation that the date of the start be advanced from June 1 to May 20, in order not to interfere with the Glidden tour.

PORTABLE GARAGE VERY CONVENIENT

The portable garage idea is spreading rapidly throughout New England, according to Douglas Sprague, head of the Springfield Portable House Company, which is exhibiting at the automobile show. Every man who owns a car naturally wants it where he can jump into it at a minute's notice. He can't afford to build as good a private garage as he wants, and a public garage is costly as well as inconvenient.

On the other hand, many wealthy owners, with whom the question of expense is a minor consideration, have bought portable garages because they are convenient. A portable garage can be taken down, crated and shipped off to one's country place or wherever one wishes to pass the summer.

AUTO EXCHANGE WINNING FAVOR

The Stanhope Auto Exchange is a new Boston concern, which is making a specialty of dealing in slightly used cars which they can recommend in perfect condition, and the venture is one which is being remarkably well received. The company has recently opened a large and well appointed garage and connected with it is a good machine shop. These new quarters have been taken at 41 Stanhope street in the center of the automobile district of the city.

Connected with the company is Fred L. Townsend, who is well known in the automobile trade of Massachusetts. At the present time he is giving personal instruction to 30 students, teaching them repairing, driving and salesmanship of automobiles.

LOZIER'S SHOWN AT LOCAL BRANCH

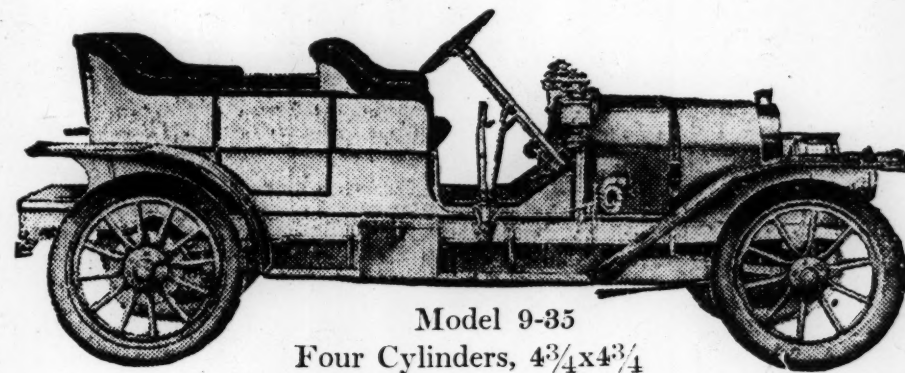
The Lozier car is not being exhibited at Mechanics' building this year. Its attractive line is on exhibition at the company's headquarters at 893 Boylston street. Here may be seen both the four and six cylinder models, and their distinctive features will be fully explained by H. C. and C. D. Castle, managers of the Boston branch, and their assistants. Demonstrations are gladly given to prospective purchasers.

The expense of upkeep has been brought to a minimum in the Lozier car. A chassis of the four-cylinder, showing its construction and special features, is fast making friends for the car at the Boylston street quarters.

OWNERS ALL LIKE THEIR MORA CARS

A careful record which is kept of every Mora car sold shows that every one is giving satisfaction to the owners, even when the cars are in the third year of hard usage. The "large four" is a high powered, high grade car offered at a popular price. The six cylinder models are made in three types, the racetype, the tourer, and the roadster.

National



Model 9-85
Four Cylinders, 4 3/4 x 4 3/4

\$2750

The All Ball Bearing Car

Delivers more power to the rear wheels than any automobile in the world with engine of same bore and stroke—Besides giving additional power which by scientific tests is proven to be in excess of 25 per cent over the type of bearings commonly used—an infinitely smoother, quieter running and much longer lived car is the result. Our first statement we can prove to you by a demonstration, and the second by referring you to users of 98 Nationals who have driven their cars from 12,000 to 18,000 miles without one penny of mechanical expense.

We are also showing the "Big Four," a car of faultless service and mechanical perfection.

See Us at the Show.

Spaces 120, 121, 130 and 131

Linscott Motor Company

163 Columbus Ave.

For Demonstration
Phone 17 Tremont

LOZIER

The question of upkeep is a point that probably concerns the user of a car more than does first cost. We are prepared to demonstrate that LOZIER Cars are cheaper to run than any other car of equal horsepower.

Six Cylinder 50 H. P. Touring Car.....	\$6000
45 H. P. Touring Car.....	\$5000
45 H. P. Limousine.....	\$6000
45 H. P. Toy Tonneau Car.....	\$5000

H. C. & C. D. CASTLE, Inc.

893 Boylston Street

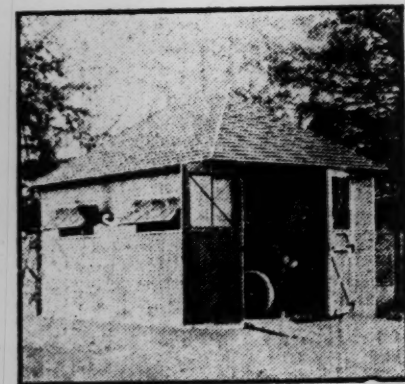
Phone 3771 B. B.

New England Agents

SPECIAL NOTICE

We are not at the Show in Mechanics Building. All of our 1909 models are on exhibition at our salesrooms, 893 Boylston Street

Want a Garage of Your Own AT A LITTLE COST?



A Springfield Portable Garage will fill just that want. Don't fail to see the one exhibited at the Automobile Show in Mechanics Building. Inspect it thoroughly—note the fine finish throughout—the tasteful architectural effect.

The cost of a Springfield Portable Garage is little, compared with the expense of a public garage or the cost of erecting a good private garage. Besides, you can dismantle your portable garage and ship it off to your country place or wherever you intend to pass your summer. You can have your portable garage fitted up with a tool-closet, a robe-rack, a chauffeur's room—with any convenience you want. And we'll finish it in any colors to accord with your residence and its surroundings.

WRITE FOR OUR CATALOG.

If you can't get to the Automobile Show, write for our new catalog. It shows pictures, quotes prices and tells about our garages, summer cottages and other portable buildings. Address

The Springfield Portable House Company
400-131 ALLEN STREET, SPRINGFIELD, MASS.

Slightly Used Cars In Perfect Condition

ELMORE TOURING CAR '08
MORA 6-CYL. ROADSTER '08
AEROCAR ROADSTER '08
STEVENS DURYEA TOURING CAR
STEVENS DURYEA 4-CYL. RUN-ABOUT
RAMBLER MODEL 21

CADILLAC RUNABOUT
HAYNES TOURING CAR
STANLEY E. X. ROADSTER
MITCHELL RUNABOUT

Cars to Rent—Day or Night

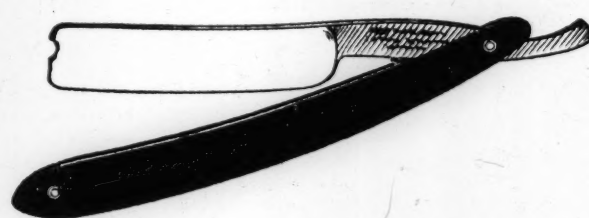
Five or Seven-Passenger Cars

Personal instruction and private lessons given by FRED L. TOWNSEND in Driving, Repairing and Salesmanship.

STANHOPE AUTO EXCHANGE

41 STANHOPE STREET

Tel. 903-2 Tremont



We Slash Prices

ON

Motor Car Supplies

EVERYTHING IN STOCK
FOR THE
AUTOMOBILE OWNER

The Equitable Distributing Co.

245 COLUMBUS AVENUE

Tel. Tremont 380

BOSTON



"Car Coming"

A Revelation
In
Service
Comfort
Style

The Velie 30—\$1750

WHEN you understand the real worth of the Velie Automobile—the high standard of its construction, in materials, design and workmanship—

Its extraordinary equipment—And its one year guarantee (as compared with the ninety-day "warranty" on most cars)—

You will wonder how in the world we can give such value at such a price, \$1750 complete.

But there is nothing mysterious about it. We have an organization, a plant, output and buying power back of us which make it a simple problem, so long as they are content with a modest profit on each car.

After you see the Velie and drive it, you won't care how we sell so good a car for so low a price. Your interest will be centered in the fact that we do.

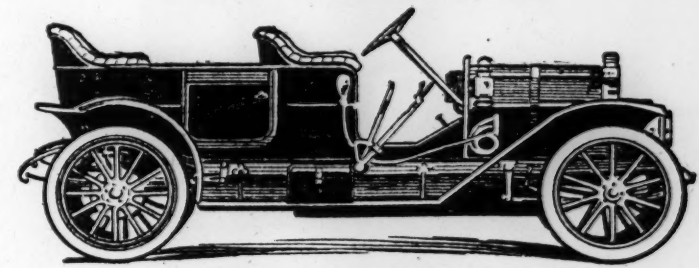
The actual, proven automobile value in the Velie 30 cannot be duplicated at the price.

The Velie 30 is built in many styles—touring car, all types of roadsters, and baby tonneau. EQUIPMENT includes magneto, glass wind shield, storage battery, speedometer, odometer, foot accelerator, robe rail, two gas lamps, generator, three oil lamps, horn, muffler cut-out and complete tool kit.

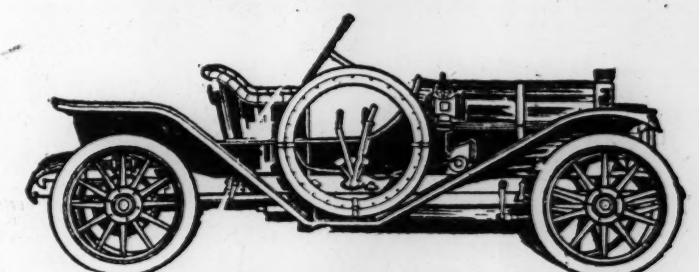
THE VELIE CARS

Will Be Exhibited at the Boston Show, Space 134, Main Floor

See Our Exhibit at the Boston Show
and Ride in the VELIE 30, Before You Buy
CATALOGS MAILED ON REQUEST



TOURING CAR—MODEL A



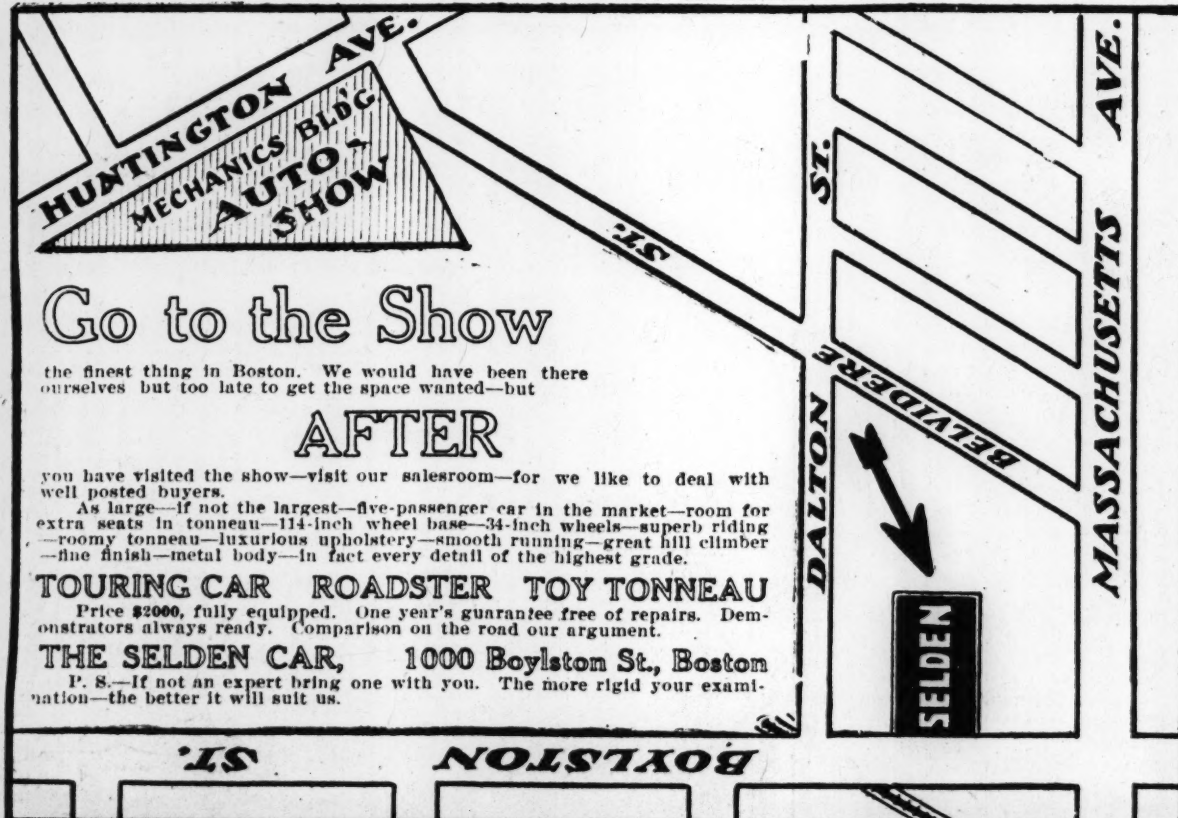
VELIE ROADSTER—MODEL B

Kilbourne-Corlew Motor Co.

New England Distributors,

26, 28, 30 Bowker Street, Boston

Telephone, Haymarket 128



Go to the Show

the finest thing in Boston. We would have been there ourselves but too late to get the space wanted—but

AFTER

you have visited the show—visit our salesroom—for we like to deal with well posted buyers.

As large—if not the largest—five-passenger car in the market—room for extra seats in tonneau—14-inch wheel base—34-inch wheels—superb riding—roomy tonneau—luxurious upholstery—smooth running—great hill climber—fine finish—metal body—in fact every detail of the highest grade.

TOURING CAR ROADSTER TOY TONNEAU
Price \$2000, fully equipped. One year's guarantee free of repairs. Demonstrators always ready. Comparison on the road our argument.

THE SELDEN CAR, 1000 Boylston St., Boston
P. S.—If not an expert bring one with you. The more rigid your examination—the better it will suit us.

Art, Artists and Their Work

There is much to interest the art lover in Boston at the present time. The chief attraction is the German Art Collection at Copley Hall, open day and evening, and Sunday afternoons. The Boston Society of Water Color Painters will continue another week at Cobb's, Dodge Macknight is holding his annual water color exhibit at Doll & Richards, Paxton's portraits are on view at the St. Botolph Club, Howard's landscapes are to be seen at the Twentieth Century Club, Hoffman's pictures remain at the Copley Galleries a part of next week, the French painter Renoir's oils are at Kimball's and the opening of the Water Color Club's exhibit yesterday at the Boston Art Club galleries, all serve to set forth artistic attractions of a diversified character and wide interest. The Sargent and Beit water colors will arrive in a couple of weeks and talk is being had of the Sorolla y Bastida paintings, now in New York, being brought here.

THE GERMAN PAINTINGS.

These pictures by the Germans have been heralded for some months and now that they are actually before us the effect in the mass is far better than had been expected. Their color schemes are all to the German, virile, original and, throughout the collection, of great diversity and wide range. There are a few landscapes, but they are of the best. The noble painted head of Bismarck by the late Franz von Lenbach, is a masterfully made work that satisfies the requirements of portraiture.

A score of the best things are in Allston Hall, the smaller gallery where hangs the unfinished portrait of the great Mommsen, another of Von Leunbach's successes. "The Winter Sun" by Hans Oldt (97), has the wonderful effect of sun glare just as one feels the glow in the eyes on a winter day.

The two Duck pictures, (77 and 81) by Schramm-Zittau, the large water color by Von Bartels "Pardon in Brittany" (63), "In February" (68) by Clarenbach are all good works as well as the "Garden Restaurant" (78) by Holzel and the "Death of Lazarus" (96), by Eduard Gebhardt. Zugel shows us "Oxen Going Through Water" (8) and "Sheep" (12) both strongly painted, one of which is reproduced for this article. Hans Thoma's "Valley Near Bernau" (9) in the larger gallery and "Sea Calm" (28) by Bracht are both strong in out-of-door qualities, each of a different aspect.

Arthur Kampf is a tower of strength to the show, and so in a weird vein is Von Stuey, and in blase coloring, Von Kaulbach. Bantzer's "Jewish Peasant Girl" (13) is a great work and so is Liebermann's "Flax Barn" (36) with its peasants spinning.

There are quite a few false notes here and there, but for the most part the exhibit shows great selective wisdom on the part of those in charge.

It is announced that Hugo Reisinger,

of New York has presented to the German Museum Association of Harvard University the portrait of Emperor William II., which was painted expressly for this exhibition by Professor Arthur Kampf, president of the Royal Academy of Art, Berlin. This work occupies the place of honor at Copley Hall.

Yesterday afternoon Fraulein Antonie Stolle whose Thursday morning talks on Flemish and Dutch Art at the Lenox have been popular this winter, gave an informal lecture on the pictures of the German Exhibition at Copley Hall.

The first of the teas at the exhibition will take place this afternoon, when the pourers will be Mrs. S. E. Henderson and Mrs. Neilson; the servers, the Misses Henderson, Maud Van Rensselaer, Margaret Titcomb and Esther Pickering.

WILLIAM M. PAXTON'S PORTRAITS.

At the Saint Botolph Club, William M. Paxton's portraits are on exhibition to remain until March 13. There are 20 canvases on the walls, all of excellent merit as to workmanship, drawing, coloring and composition. Mr. Paxton loves the beautiful in color and his technique is of the highly finished type, agreeable at close range and carrying well. The chief work here shown is a life size full length figure of a young girl. It is a conscientiously painted work, well drawn and modeled and of rarely refined grace in pose. The picture is entitled "Glow of Gold and Cream of Pearl." The figure is standing before a golden screen, absorbed in adjusting a jeweled bracelet to her left arm. The action partly conceals the face with the right arm but the eyes are looking down at the bracelet and the glimpse of face

shows absorption in the task. All the way through, from crown to sole, there is good unity of rendering and at the proper distance a thoroughly attractive color sense prevails.

"The Little Bride" is a sweet flower of June. "In The Sunlight" shows an athletic young summer girl sitting by the sea under a soft outing hat. The glow of summer sun is well expressed and is all out of doors. Several portraits are of ladies at their writing desks; one, of the artist's wife sitting in the center of the room looking front face, has vivacity in every line and movement. The one glint of bench in "Down Along," which the Provincetowners know so well, is an excellent study of shore, summer houses and a warm, summer sky. "Cherry" takes the eye in her red jacket and with a dainty teacup in hand.

The exhibition is wholly interesting and of a high order. Mr. Paxton may not be among the deep thinkers, but he is a close observer, fine technician and correct draughtsman as well as a strong colorist and successful portrait painter.

THE WATER COLOR CLUB.

The Water Color Club opened its twenty-second annual exhibit at the Boston Art Club with a private view yesterday from 3 to 5 o'clock. There are 33 members, nearly all of whom have contributed, besides several invited guests, namely: Hugh H. Breckenridge, G. W. Dawson, Thornton Oakley, Alexander Robinson and C. P. Fernald, who add value to the exhibit by choice works.

The post of honor is given to Mr. Breckenridge who exhibits eight pastels of rich colorings and treatment. Miss



"OXEN GOING THROUGH WATER."

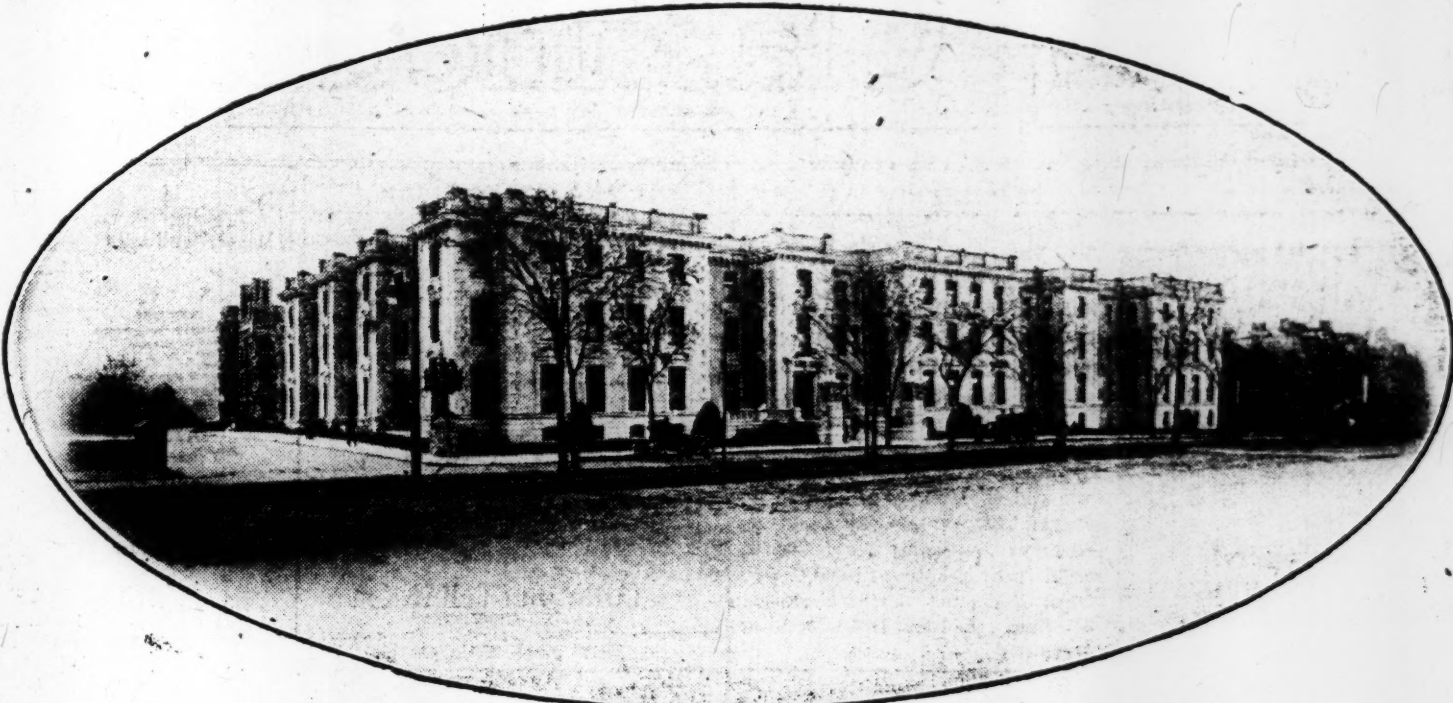
From the painting by Heinrich von Zugel, one of the features of the German art exhibit at Copley Hall.

HOTELS

HOTELS

HOTELS

HOTELS



HOTEL BEACONSFIELD

BEACON BOULEVARD

TELEPHONE—BROOKLINE 1370

BROOKLINE, MASS.

The Finest Suburban Hotel in America and an Aesthetic Home of Perfect Comfort.

The environment of this hotel is superb, being located in the heart of fashionable Brookline, Boston's residential suburb, the wealthiest and most beautiful town in the world. Although almost within the shadow of the city, the Beaconsfield offers a semi-country life, free from the noise and turmoil of a big city, and is especially attractive to parties wishing a quiet place. It is situated on the world renowned Beacon Boulevard, and is beyond question Boston's most exclusive hostelry. Twenty-three minutes by Reservoir electric from Park Street Subway, or 14 minutes by steam trains (B. & A. R. R.), from South Terminal. Rooms single, double or en suite, by the day, week, month or year. Write for free art booklet.

ARTHUR W. PAYNE, Manager.

We maintain a first class automobile garage with a capacity for 50 machines.

Schille's genre water colors are very well handled pictures, good in composition, toned to good sober hues and possessed of high merit. Mr. Maurice B. Prendergast shows seven gay seaside pictures that are stimulating and original in treatment. They are works to be studied and tell much of truth. L. C. Hunter, Lillian Westcott Hale, Mary Minna Morse, Arthur B. Wilder, Charles Herbert Woodbury, Charles H. Pepper, Charles W. Hudson, W. J. Kaula, Herman Dudley Murphy and others contribute their water colors and pastels to the number of over 150. There are also several etchings by Edith Loring Gatchell. The entire collection displays merit of an unusual order. The galleries will be open each week day from 9 until 5 up to and including March 20.

Dodge Macknight is displaying his water colors in the gay, at Doll & Richards, 71 Newbury street. They will remain till March 17. There are 36 of them and the catalogue describes some of them as "Tut," "Snow," "Bad

Weather," "Village Scenes—Opus 3," "Lane," "Clump," "Street," "Dooryard," "Cliffs," etc. There is a riot of colorings and some charming effects too, especially in the White mountain snow scenes. It is always stimulating to see originality, and "following no one's lead" has been this artist's watchword.

The Boston Society of Water Color Painters are holding an exhibition at Charles E. Cobb & Co.'s rooms, 346 Boylston street, comprising 78 subjects in water colors and pastels. The members who exhibit include Sears Gallagher, Wm. J. Bixbee, Charles E. Heil, Charles P. Gruppe, William P. Burpee, Charles Copeland, Hepdicks A. Hallett, H. Winthrop Peirce, F. T. Stuart, H. B. Warren and M. H. Hardwick.

The general tone of the exhibit is bright, and out-of-door subjects prevail. Mr. Heil's "Sons of Martha" and "Girl in the Gray Jacket" are two of the figure subjects that attract attention. The pictures run till the 13th.

Hagenow-Furbush, pianist, will give a violin and piano recital in Steiner Hall, on Friday evening, March 20th.

Those wishing to subscribe for seats at single performances of the Manhattan Opera Company may obtain blank subscription forms at the box office of the Boston Theater. Single seats which are subscribed for now may be called for at the box office on and after March 22.

Elman, the violinist, will play in Symphony Hall Saturday afternoon, March 20. He has been on a western tour since his last recital here. Tickets are sold until next Friday by subscription only.

Miss Ida Muller, reader and singer, will give a morning entertainment at the Tuileries on Friday, March 19, at 11 o'clock. Miss Muller will be assisted at the piano by Clayton Thomas (Mrs. George L. Cade).

At Fenway Court Tuesday evening, March 16, the Kneisel Quartet will give their final concert for the season. The assisting artist will be Madame Katharine Goodson, the English pianist. The program will be as follows: Mozart, quartet in G major; Brahms, quartet in G minor, op. 25; Hugo Wolf, Italian Serenade.

The third chamber concert by the

cently by Jacques van Lier, to whom the work is dedicated. Heinrich Warnke will play it.

A point recital will be given at Jordan Hall on the afternoon of Friday, March 19, by Ethel Altemus, pianist, and Glenn Hall, tenor. Miss Altemus is a native of Philadelphia and has given many years to the development of her abilities as a pianist. In her appearances in London and Paris she won praise from the press and public and she has been favorably heard in her own city since her return to this country. Glenn Hall's appearances here with the Handel and Haydn Society justify anticipations of his success in his recital program.

The Philippines Constabulary Band will give concerts in Symphony Hall Tuesday evening, March 16, Wednesday afternoon and evening, March 17, and Sunday evening, March 21. The bandmaster, Capt. Walter H. Loving, was educated at the New England Conservatory of Music. In 1902 he went to the Philippines and organized untrained natives into a military band. In 1904 he took his band to the St. Louis Fair, where it won second prize in a musical contest. President Taft has been interested in the musicians ever since he first heard them in the Philippines. Captain Loving has made a second trip across the Pacific to take part in the inaugural parade and to show what Filipinos can do when they have a chance.

The Flonzaley String Quartet, since beginning the present season's tour in this country, has become a recognized standard among the chamber music organizations of the day, and the success gained in this city has been repeated wherever the quartet has appeared. Soon after the third and last concert here, announced for Thursday evening the 18th, at Chickering Hall, the Flonzaley quartet will return to Europe to take up engagements in Germany and Holland.

Richard Czerwonky will give his third violin recital in Steiner Hall, Wednesday evening, March 10 at 8:15. He will have the assistance of Carl Scheurer in playing Mozart's "Symphonic Concertante" for violin and viola. His solo pieces will be: Beethoven's Romanze in G major; Hubay's "The Butterfly"; Czerwonky, Souvenir de l'Amérique; Strube, "Bereuse"; Sarasate, "Malaguena"; Paganini, "Moses Variationen" (for the G string); and Ernst's "Othello Fantasia." Mr. Carl Lamson will play the accompaniments.

Leland Hall, who gave two successful piano recitals in Steiner Hall a year ago, is now at the head of the piano department of the Wisconsin University at Madison, Wis. He announces a recital in Steiner Hall on Thursday afternoon, March 25th.

Karl Barloben, violinist of the Symphony Orchestra, and Mme. May Belle

Musical Events in Boston

MRS. HALL'S CONCERT.

MRS. R. J. HALL'S concert in Potter Hall Friday evening was as interesting in execution as it was exceptional in plan. It was practically a concert by the Longy Club, only the program was Mrs. Hall's idea and the audience was present at her bidding and not theirs. The instrumental music was entirely from the works of Henry Woolett, a composer of English name but of French citizenship. The instruments required for Mrs. Hall's program were a piano, two flutes, saxophone, 'cello, harp and French horn; the players were all of the Boston Symphony orchestra and four of them were of the Longy Club. The principle of variety was supplied by Mrs. Marie Sundelius, the soprano, who sang two pairs of songs in French.

Two of the instrumental numbers, a sonata for flute and piano, and a piece called "Pagan Dances," were devoted to musical subtleties. The sonata, which is in three movements, tells its whole story in the first. There is just one good musical idea there, a theme in the manner of Tchaikowsky, which does not seem to have much tune yet has a rhythm that gives it point. The last two movements are not by any means uninteresting, but they seem to have been written because the musical form with which the composer started had to be completed and he kept on until his work filled the prescribed dimensions of a sonata.

The dances are written for the remarkable combination of saxophone, two flutes, 'cello and harp; and of these, the saxophone, because the composer wrote the piece for Mrs. Hall, is most prominent. There are two dances, the first of which reveals the capacity of the saxophone as a solo instrument and contains some fascinating combinations of tone color. The low notes of the saxophone when loud have just the barbaric quality wanted for sounding an invocation to a pagan festival. These same low notes when played softly, combine with the low notes of the 'cello to give a peculiar richness. In its upper range, the saxophone has a voice as gentle as that of a flute, its high notes combined with the low notes of the flute, make a color mixture of Wagnerian beauty.

Mrs. Hall's saxophone playing was worthy of the music and of the composer who wrote it for her; with Mr. Longy to direct and with his associates in his club and in the orchestra to assist, she justified herself in having the "Pagan Dances" on her program.

The luckiest thing in Mrs. Hall's wholly interesting program was her choice of the singer. No soprano has sung French songs in Boston concerts this winter with better understanding of words and of music and with better mastery of her own vocal powers than Mrs. Sundelius. The concert was a triumph for her. Her voice was in perfect con-

dition, her audience was interested in what she had to present and her performance was flawless. She knew how to do artistic work without spoiling it all by her serious interest in her task. There was no breaking from the bounds of vocal convention, yet she sang as though she liked to sing and as though her audience must like to hear her. Mrs. Sundelius' voice is a high voice and nothing else; it never gets down into a restful contralto; it is always on the wing. But her tone quality, if over brilliant, is never harsh and her attention to the thought of her songs is always alert.

NEW AMERICAN QUARTET.

At the first appearance of the newly formed American string quartet, next Thursday afternoon, the young ladies of the organization will have a distinguished list of patronesses who are eager to show their approval of the new enterprise. The quartet consists of Gertrude Marshall, first violin; Evelyn Street, second violin; Ethel Bankhart, viola; and George Pray Lasselle, 'cello. The assisting artist will be Mr. Heinrich Gebhard. The program follows: Quartet for two violins, viola, and violoncello, Op. 10, Claude Debussy; Sonata for two violins and piano, Op. 2, Handel; Quintette for piano, two violins, viola, and violoncello, Op. 44, Robert Schumann.

MISS BULLARD'S RECITAL.

Next Wednesday afternoon at Steiner Hall, Miss Edith Alida Bullard, mezzo-soprano, will make her first appearance before a Boston concert audience in a song recital, at which she will be assisted by Earl Cartwright and Miss Jessie Davis, pianist. Miss Bullard will sing songs by Beethoven, Veracini, Pergolesi, Franz, Drexel, Grieg, Debussy, Wallace, Hopkirk, Scott, Arensky, Paderevski and Rachmaninoff. She will also sing two duets with Mr. Cartwright, "Now thou art mine own," by Hildach, and "Sing, Maiden, Sing," by Arthur Foote.

Prof. Willy Hess will return from Germany in season to have the fourth of the season's concerts by the Hess-Schroeder Quartet given at Chickering Hall on the evening of Friday, March 26. The program will be that which was announced last week. The final concert will occur on the evening of Tuesday, April 13.

In Chickering Hall, Monday evening, March 22, there will be a concert given by the Tolman Trio for the clubhouse fund of the Professional Women's Club. The trio will be assisted by Virginia Capelloni, an Italian baritone who has lately come to Boston, and by Mrs. Helen Allen Hunt of this city.



MADAME LILLIAN NORDICA.

Who will appear in Symphony Hall, Saturday afternoon, March 13.

Mme. Nordica will make her annual appearance here, at Symphony Hall next Saturday afternoon, in joint song recital with Frederick Hastings, the baritone singer who has sung with her on the present season's tour. Among Mme. Nordica's songs are: "Mein Freund ist mein," by Peter Cornelius; "Stille Nacht," by Edward Grieg. Besides these, she will sing songs by Brahms, Van der Stucken, Tchaikowsky, Richard Strauss, Robert Schumann, Bizet, Faure, Leoncavallo, Handel, Walter Rummel, Georg Henschel, and Max Stang, ending with Franz Schubert's "An die Musik" and "Der Erlkönig." Mr. Hastings will sing three songs of Edward Schuett's and songs by Kaun, Arthur Foote and Edward Elgar. The accompanist will be Mr. Andre Benoit.

Mr. Fiedler will give another symphonic novelty at the concerts of Friday afternoon, March 12 and Saturday evening, March 13. This will be Anton Bruckner's Symphony in C-minor No. 8. Boston has already heard the 3d, 4th, 5th, 7th and 9th symphonies, but has never heard this one. In fact, it is a question whether it has ever been played in America. It was recently played in Berlin by the Philharmonic Orchestra under Nikisch with great success and Mr. Fiedler regards it as one of the most beautiful symphonic works that we have. The work is long and there will be but one other number on the program. This will be a new concerto for 'cello by Hermann Gradener in E-minor. Its opus number is 45. It has just been published and has never been played in America. In fact, the only performance it has had was one from manuscript in Berlin re-

Woodland Park Hotel



HARRY T. MILLER

Auburndale, Mass.

Boston's Most Beautiful Suburb

Remodeled and exquisitely furnished throughout. Piazzas enclosed in glass and steam heated.

Rooms single and en suite, with baths. Superior table and courteous service. 10 miles B. & A. R. R. or trolley from Park Street Subway.

HOTEL HEINZEMAN

LOS ANGELES, CALIFORNIA.

The most exclusive family hotel in the city. Absolutely fireproof. Modern in every respect. Cuisine unexcelled. American and European plan. Popular rates. 618-620 SO. GRAND AVENUE. One block from Central Park. Close to all car lines. C. C. DORR, Proprietor.

Czerwonky String Quartet, which had originally been set for March 24, has of necessity been postponed to Wednesday evening, April 14, when it will be given in Steiner Hall.

Edith Bullard, mezzo-soprano, has been engaged as the soprano soloist under Arthur Foote at the First Unitarian Church, Boston.

There will be a song and piano recital by Cora Remington, soprano, and Bidkar Leete, pianist, in Pouch Mansion, Brooklyn, Tuesday evening March 9.

Fredrick Hastings, the baritone who will sing with Mme. Nordica in joint recital next Saturday, is a pupil of Frank E. Morse of this city.

BIG SUGAR MILL FOR TEXAS.

SAN ANTONIO, Tex.—The construction of a \$500,000 sugar mill will be begun at San Benito in a few weeks.

The Thorndike Hotel

Boylston Street, OPPOSITE PUBLIC GARDEN (Accessible from every point).

Boston, Mass.

Caters especially to tourists. QUIET AND HOMELIKE.

Some of the finest two and three-room suites in the city to let by the month or season at extremely low figures. Inquiry from readers of this paper invited. G. A. & J. L. DAMON, Proprietors

Hotel Westminster

Copley Square BOSTON

C. A. GLEASON

Hotel Narragansett

Broadway, at 94th Street, New York City

96TH SUBWAY EXPRESS STATION

American and European Plans

J. CARL TUCKER, Manager

The Carlton

EUROPEAN PLAN.

Boylston St. Entrance to Fenway

Furnished and Unfurnished Suites

The Mountfort

5 Mountfort, Corner Beacon Street.

ABSOLUTELY FIREPROOF

Furnished or unfurnished apartments, 1 to 5 rooms with bath in this quiet family hotel; music room; excellent home table.

Tel. 2187 R. B. H. G. SUMMERS, Prop.

The Arlington

ARLINGTON ST. COR. NEWBURY.

Fronting the Public Garden.

A quiet family hotel. American plan. Telephone 21850 Back Bay.

W. E. BLANCHARD, Prop.

NORFOLK HOUSE

ELIOT SQUARE.

American plan. Bright and sunny hotel surrounded by trees and lawns. Electric cars to all parts of city; 20 minutes from shopping district, theatres and wharves. Reputation for excellent table always maintained.

ROOMS SINGLE AND IN SUITES.

Rooms and board by the season at moderate rates. C. GORDON JONES, Proprietor.



GEER'S PHENOL DENTIFRICE — OR — Catbolized Tooth Powder

The care of the teeth is one of the essentials of cleanliness. Geer's Phenol Dentifrice is not a Saponaceous powder, will keep all gold work in the mouth polished and bright.

Endorsed by the dental profession for nearly forty years. For sale by all druggists in United States and Canada. Large square can sent mail prepaid on receipt of price, 25c., stamps.

Boston Dental Mfg. Co., 100 Boylston St., Boston

F. P. KIMBALL CLOTHING CO.

High-Grade Clothing

FOR MEN AND YOUNG MEN

Classy Furnishing Goods, Hats, Caps, etc.

900 BROADWAY, COR. EIGHTH ST.

Oakland, California

RATES One insertion 12 cents a line, three or more insertions 10 cents a line. No advertisement taken for less than three lines. A telephone call to 4330 Back Bay will bring a representative to your office to discuss advertising.

Classified Advertisements

Advertisers may have answers sent in care of the New York Office, Suites 2092-2093, Metropolitan Building, 1 Madison Ave.

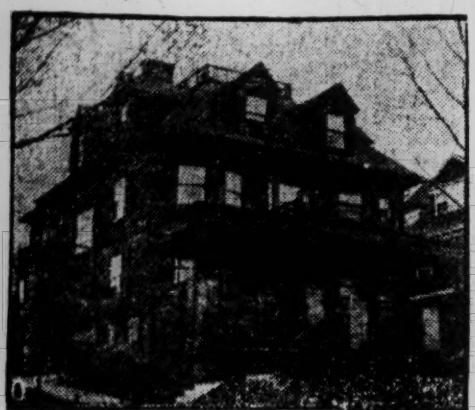
RATES One insertion 12 cents a line, three or more insertions 10 cents a line. No advertisement taken for less than three lines. A telephone call to 4330 Back Bay will bring a representative to your office to discuss advertising.

REAL ESTATE

REAL ESTATE

FOR SALE

Colonial house, Salisbury road, Brookline, at head of Warwick road, not far from Beacon street, 14 rooms, hardwood floors, three bath rooms, light, dry cellar; house stands high from street, faces south and looks down street in front; in thorough repair; new furnace, driveway and room for small stable or garage; \$35,000 already spent on property; assessed for \$20,000; would sell property partly furnished if desired; house shown at any time. Address D 26 Monitor Office.



Do You Want a Business Location in Chicago?

I Have, For Rent, a Large List of Stores—Floors—Lofts IN THE CENTRAL BUSINESS DISTRICT Also locations for manufacturers and dealers who desire large space with switch and dock privileges.

WILL BUILD TO SUIT TENANT ON LONG TERM LEASE.

ROBERT P. WALNER Real Estate and Renting Tribune Building, - - Chicago

James I. Wingate & Sons

BEG TO ANNOUNCE

That They Will Remove to Their New Buildings.

400-402 BOYLSTON STREET

ABOUT MARCH 1st.

A number of desirable OFFICES, single or en suite, are still unrented. Plans and particulars may be obtained by inquiring at their present address, 338 Boylston Street.

MARCY & CO.

101 TREMONT ST., BOSTON, MASS.

HOUSE OF 10 ROOMS, all modern improvements; lovely bathroom, with nickel open plumbing; combination best; fine stable, all sheathed inside; shrubs, high-bred roses, fruit and the lawn; 1 minute to electric and 4 to steam; 8 miles from Boston; sacrificed for \$5000; easy terms.

MARCY & CO.

SEASHORE ESTATE, ANNISQUAM, MASS.

A beautiful residence with an elevation of 80 ft. above sea level; with 2000 sq. ft. of land, with roads on 5 sides; under high state of cultivation, there being many shrubs and hedges, fruit trees and vegetable garden; the views from the piazza extend all around the house and are remarkable for beauty and variety; the sea on 3 sides and a back-country view on the 4th; a private bath house of 4 rooms only 50 yards from the house, which belongs to the estate; we should be pleased to give you further information in regard to this or any other property.

MARCY & CO.

MOUNT VERNON, NEW HAMPSHIRE

A LOVELY ESTATE FOR A GENTLEMAN

House of 12 rooms and every modern convenience; veranda on 3 sides; 4 acres of lawn; this house is furnished with silverware; this place is to be sacrificed for the small price of \$8000, and will only take \$4000 in cash to buy it. Mount Vernon is about 50 miles from Boston, noted for its fine summer residences. For full particulars notify MARCY & CO.

MARCY & CO.

20-ACRE PLACE --- \$10,000

Five room house, bath, hot water, heat, 3 open fireplaces, barn, henhouse, dandy trout brook, spring water, 100-tree fruit orchard, large maple, 15 miles to city, Boston, 2 1/2 miles to station. Many other good features; sale or exchange for Cambridge house. ALBERT E. McSILLER, 2 Tremont St., Room 222, Boston.

WINCHESTER

AT WEDGEMORE, recent houses of 12 rooms and 3 baths each, of the most approved style of architecture; hardwood floors and linings; central heating; 4 open fireplaces; both very beautifully located; in full view of the lake; price on application; easy terms; call or write for exchange for other improved property. Apply to owner, E. V. NILES, 60 State St., Boston.

C. A. McINTOSH,

REAL ESTATE BROKER.

Specialists in Boston, Brookline, and Lexington; also seashore property; rents collected, estates cared for. Room 648, Tremont bldg. Call or write.

GOVERNMENT FARMS FREE—Our 112-page book "Vacant Government Land" describes every acre in every county in U. S.; how secured free; 1909 diagrams and tables; all about free irrigated farms; price 25c postpaid. WEBB PUBL. CO., Dept. 590, St. Paul, Minn.

BROOKLINE

FOR SALE OR TO LET—Estate 162-164 Mason terrace; fine investment to right party; well built houses; superb location; fine neighborhood; price \$14,000; rentals \$1500. 12 Mason terrace, morning.

ARE YOU GOING WEST?

Write us for business chances; we can get what you want at no extra cost to you. MERRIAM, ELLIS & BENTON, 602 Minnesota Ave., Kansas City.

MARTHA'S VINEYARD

Bungalow lots for sale; easy terms; good boating, hunting and fishing; cement plant near, which will put up cement bungalows for those who care for them. R. S. ELLMAN & SWINSON, 233 Old South bldg.

FOR SALE—On state road, near Concord, N. H., new house, stable, ice house and henry; just completed; located high up on hill; modern improvements. Address Box 3, Brookline, Mass.

MATTAPAN

FOR SALE—6-room cottage; furnace, bath, set tubs; cheap at \$2000; 9-room house with bath; \$3500. M. E. JOHNSON, 630 Old South bldg.

FOR SALE—GOOD FARM.

Famous Red River Valley, close markets. J. W. THOMPSON, 840 Belmont Ave., Grand Forks, North Dakota.

SMALL first and second mortgages at specialty; good 6% applications. H. A. WESTALL, 30 Court st., room 15.

MORTGAGES FOR SALE

FOR SALE—First mortgages netting 6% in amounts from \$500 up; interest, principal and title guaranteed; no expense to purchasers; we have never had a foreclosure; also municipal and irrigation bonds netting 5% and 6%; also choice farm lands and fruit tracts coming under irrigation; big increase in value; no taxes on farms investigated without expense or trouble to the investor; write for offerings.

The Farmers Mortgage & Loan Co.

R. A. MORRISON, President.

1715 California St., Denver, Colo.

FIVE PER CENT

FIRST MORTGAGE—DANS on farms in western Missouri and eastern Kansas, worth about twice the amount of the loan; interest collected and remitted; insurance on buildings renewed and taxes on farms investigated without expense or trouble to the investor; write for offerings.

CORN BELT BANK

KANSAS CITY, MO.

MONEY FOR MORTGAGES

I HAVE trust funds in amounts of \$2500, \$5000, \$12,000 and over for first mortgages in Boston and suburbs. E. H. WIGGIN, 60 State St., B. F. SANDS, 10 Tremont St., has money to loan in any amount on real estate in Boston and vicinity.

HOUSEHOLD NEEDS

Will you let us give you a duster that makes dusting a clean operation? Picks up and holds each particle of dust, so that it cannot fly about to choke you or settle on other things. It is of interest to you because it will do many things better than anything else you have ever seen.

Dusters, furniture, bric-a-brac, statuary, moldings, walls.

Cleans velvet or broadcloth, in fact any fabric of dust; derby hat, finger from furniture, glass or show cases.

Polishes furniture, pianos, wood finish, cut glass, mirrors, metal, plates or any leather.

The Howard Dustless-Duster has the peculiar property of making whatever it touches look fresh and new.

Can be washed out absolutely clean and sterilized in boiling water and soap without affecting its efficiency.

See that our trade mark is on every duster. Accept no imitation.

SEND ADDRESS FOR FREE SAMPLE TO

Howard Dustless-Duster Co.

164 C Federal St., Boston

TRADE MARK

THE 1909 FAD

SEE THE

Reflectoscope

AN IMPROVED

MAGIC LANTERN

That reproduces post cards, photographs, newspaper clippings, etc., up to a screen 8 to 10 ft. sq.

all the brilliant colors of the original. Interesting and amusing to young and old alike. Send for circular. Fitted for gas, electricity or alcohol. Price \$5.00 prepaid.

NEW ENGLAND LIGHTING CO.

109 CONGRESS ST., CO., FRANKLIN.

Opp. First National Bank, Boston.

YOUR RUGS

Properly and Thoroughly Repaired, Cleaned, Straightened, Remodeled and Patched. Moth-proof at the

ARMENIAN RUG & CARPET RENOVATING WORKS.

15 Temple Place, Oxford

RUGS MADE TO ORDER

SEND 25 CENTS for a box of "CLEANER," a powerful solvent that cleans and cleans perfectly, but restores the original color; it is brilliant; it is perfectly pure; contains no chemicals. Sent by mail, post-paid. Address E. W. ALBANY, P. O. Box 68, Troy, N. Y. Agents wanted.

HOUSE CLEANING CO.

1 BEDFORD ST., BOSTON.

WASHED, PAINT CLEANED, CARPETS

REPAIRED FOR \$10.00. BELGRADE RUG CO., 32 Hollis St., Boston. The whole story by mail on request.

COAL and WOOD

T. H. MATTHEWS & CO., 125 Columbus Ave.

BATS and MICE exterminated with modern methods; no poison; no rodding; no charge. RELIABLE INSECTICIDE CO., 576 Washington St., Boston; tel. Main 5326-1.

SUNNELL BOWMAN

BUILDING CONSTRUCTION, 233 Old South bldg., tel. 3867-1; residence tel. South 1219-3.

M. A. CARDER

PLUMBING, steam and gas fitting, 53 Norway st., Boston; tel. 2323-3 B. B.

TYPEWRITERS

Second-Hand Typewriters

DON'T buy an old, low numbered machine when you can get a late high-numbered one for the same money. Watch the serial numbers. Send for our price list and list of writers.

No. 1 L. C. Smith, rebuilt, 1396... \$50.00

No. 2 L. C. Smith, rebuilt, 2142... 55.00

No. 3 L. C. Smith, rebuilt, 2141... 60.00

No. 4 Underwood, rebuilt, 157917... 65.00

No. 5 Underwood, rebuilt, 168000... 65.00

No. 6 Oliver, rebuilt, 115292... 35.00

No. 7 Remington, rebuilt, 112666... 35.00

No. 8 Remington, rebuilt, 140198... 32.50

No. 2 Smith, rebuilt, 12132... 42.50

We rent typewriters and allow you two months' rent to apply on the purchase price. We equalize express charges to eastern points.

KANSAS CITY TYPEWRITER EXCHANGE

119 West 8th st., Kansas City, Mo.

Largest Stock

Lowest Prices

Reliable Goods

Model Typewriter Inspection Co.

165 Devonshire St., Boston.

BARGAINS

Typewriters

Rebuilt machines with new platen, type, ribbons, etc., \$25 to \$35; guaranteed machines, almost new, at low prices; repaired, exchanged, sold; makes. TYPEWRITER EXCHANGE, 38 Bromfield st.

REBUILT TYPEWRITERS, Remingtons \$20, Smiths \$25, Monarchs \$40, others \$17 up; cash or installments; machines rented. OFFICE APPLANCE CO., 15 State st.

CASH REGISTERS

NEW and second-hand cash registers at reduced prices; fully guaranteed and sold on easy payments. HIGH & HOYT, 112 Summer st., Tel. Fort Hill 640.

Results of Monitor Advertising

HOWARD DUSTLESS-DUSTER CO.

164 FEDERAL STREET

BOSTON, MASS., U.S.A.

BOSTON, February 13/09

19 0-9a

Christian Science Monitor

107 Plymouth Street

Boston, Mass.

Dear Sir:

The classified ad which appeared in your valued paper under the first order, since only produced results so gratifying to me that I wish you to run the same until further notice.

The ad above mentioned, if I may please, you to learn, not only brought inquiries beyond our expectation, but sold goods, the profit on which, much more than paid for the ad.

We shall always have a good word for the advertising power of the Christian Science Monitor.

Yours very truly,

HOWARD DUSTLESS-DUSTER COMPANY

J. A. Howard, President

MAPS

Automobile ROAD MAPS

OF NEW ENGLAND, New Jersey and New York by districts; handsomely colored, roads and points of interest shown; of dealer or by mail; send for descriptive catalogue. WATERMAN LITHOGRAPH & PUBLISHING COMPANY, 221 High st., Boston.

YACHTS AND BOATS

HOMER: 220 Devonshire St.

STEERING MOTORS

SINCE WALLIN MOTORS

SMALLEY MOTORS

KENNEBEC MOTORS

WATERMAN MOTORS

FISHBACK MOTORS

RICE BROTHERS CO. BOATS

SEND FOR CATALOGUE 26.

PUBLIC ACCOUNTANTS

Ellsworth Morgan,

ACCOUNTANT AND AUDITOR,

24 MILK ST., BOSTON

Tel. Main 4826-2

DECORATORS

W. T. DOLAN,

INTERIOR DECORATOR

AND PAINTER,

181 Tremont Street

Tel. 2036 Oxford

DRAMATIC

THE COLLEGE OF THE SPOKEN

WORD,

D. M. Staley, President,

30 Huntington Ave.

PLATFORM, PULPIT, STAGE.

Theatrical Notes

NEW YORK—The Schuberts announce that they have obtained the American rights to "The Belle of Brittany" and will produce that musical comedy in America next fall. The piece has passed its 150th performance in London.

Convinced that Eugene Foster, the chief usher at the Boston Theatre for many years, had been accidentally overlooked in the will of her husband, Eugene Tompkins, Mrs. Tompkins has done a most gracious act by sending Mr. Foster a check for \$500, with a kindly explanatory letter telling of the high regard Mr. Tompkins always entertained for Mr. Foster's loyalty.

LONDON'S WATER

WORKS IMMENSE

There is little likelihood of London running short of water, as all the systems of the waterworks companies on both sides of the river have been connected by the metropolitan water board. The London correspondent of the "Scotsman" mentions that the Honor Oak reservoir, covering an area of 21 acres, was commenced some 10 years ago, and will be ready for opening early in March, says the Westminster Gazette. The reservoir has a storage capacity of 56,500,000 gallons. The reservoir is covered in by many brick arches, and on the roof of these a garden is at present being laid out. The works, the largest of the kind in the world, were designed by J. W. Retler.

EIGHT MILLIONS

FOR EQUIPMENT

NEW YORK—President Brown of the New York Central railroad announced Friday that the full equipment order for the company's lines for 1909 had been decided upon, and that it included 5480 freight cars, 203 passenger cars and 71 locomotives.

Contracts for 3350 freight cars and 52 passenger cars have already been awarded. Contracts for the remaining freight and passenger cars and the locomotives will be let within a few weeks. The expenditures for the new equipment will aggregate \$8,000,000.

CITY MAY ISSUE BONDS.

BIRMINGHAM, Ala.—Chancellor Brenner has decreed that North Birmingham may issue \$5,000,000 worth of bonds for the construction of a water system.

ALBANY, N. Y.—The state highway commission here, as in Massachusetts, will have a patrol, comprising about 180 men, each under contract to keep in repair about 10 miles of highway.

TRAVEL

70 TOURS, de Luxe and

Vacation, for 1909;

Cover All Europe

\$150 to \$1195

All Traveling Expenses

Included.

THOS. COOK & SON

New York, 4 offices, Bos-

ton, Philadelphia, Chi-

cago, Montreal, Toronto,

San Francisco; 145 Of-

fices abroad.

Cook's Travelers' Cheques are Good Every-

where.

Trans Siberia \$1850

Also Travel Luxury

Plan, \$3000,

Including Suits.

Write or telegraph for details and

reservations.

ROUND THE WORLD AUGUST 5

Unique 12 Months' Tour \$4850

Send for booklet and detailed in-

formation.

The Collier Tours Company

(The Best in Travel.)

BERKELEY BUILDING, BOSTON

EUROPE

Our Book for 1909

contains "EUROPE

AS AN INSPIRATION," by May Alden

Ward, free on request. Also JAPAN, \$550;

ROUND THE WORLD, \$1425.

The Boston Travel Society,

204 Berkeley Building, Boston.

FINE EUROPEAN TRIP

First Class Accommodations Throughout.

JUNE 24 TO AUGUST 27, 1909.

Financial, Commercial and Investment News of the World

INDUSTRIALS AND LOW-PRICED STOCKS ACTIVE IN MARKET

Firmer Tone Displayed in the Trading and Stocks Usually Inactive Are Prominent Leaders Today.

LOCAL STOCKS UP

Some of the industrials and low priced railroad stocks were brought into prominence today in the New York market. Prices were generally higher at the opening and continued to advance during the first half of the session; some issues gaining over a point during that time. Kansas & Texas jumped two points from 39 1/2 to 41 1/2. American Ice was quite active, opening 3/4 higher at 28 1/2 and advancing to 30 1/2.

The market was in the hands of the traders and the advance was accounted for on the ground that a rally was due after the slump of the past few days. Shorts covering helped to steady Amalgamated Copper which opened lower at 68 1/2 and advanced to 68 3/4. The copper situation is better but there is a bullish feeling in Amalgamated which is due to the fact that it is only a two-cent dividend payer and the yield is small to the investor as compared with other industrials and railroad stocks. Smelters opened at 82 1/2 and rose a quarter to 83. United States Steel was an eighth lower at 44 1/2 and rose to 45 1/2. The talk on the street is that the earnings of the company for this month and next will be quite small owing to the reduced prices of the corporation's products. The stock has not sold off as much as the bullish element has expected and still prelates for it.

Kansas City Southern, which made a rather spectacular rise in yesterday's market, making a net gain for the day of 4 1/2 points, was in less demand today and the price sagged off from 47 1/2, the opening price, to 45 1/2, and then gained a half during the early trading. The rapid advancement yesterday was attributed to the report that E. H. Harriman had gained control of the company. However, it is also said that the road has been making money lately and is now doing a prosperous business.

Reading opened unchanged at 123 1/2 and rose to 124 1/2 and was less active than it has been for some days. Atchison was fractionally lower at 103 1/2 and rose to 103 3/4.

A better feeling prevailed on the Boston market, although high advances were not generally recorded. Copper Range advanced a point to 77. Superior Copper gained a point, opening at 44 and rising to 45 1/2. Wolverine rose from 148 to 149. Smelting was up a point at 41. Other advances were fractional and declines were the exception.

Stocks sold off in both the New York and Boston markets before the close, some of the leaders losing their gains and others small fractions above the opening. Amalgamated was the weakest on the list, other industrials holding fairly well.

BRADSTREET'S STATE OF TRADE

Bradstreet's State of Trade:

Weather irregularities and tariff and price revision uncertainties combine to make for a rather quiet tone in trade and industry, pending clearer views of the winter crop possibilities. While comparisons with a year ago are still largely favorable, the disposition is to trade conservatively. Cuts in iron and steel have as yet brought out only a moderate amount of business. Collections are irregular.

Copper is lower, but a somewhat better volume of business has been done, largely with European speculative interests. Spelter is lower but more active. Lead is quiet and easy.

In Canada orders for spring are good, but they are composed of small parcels. This fact indicates conservatism on the part of retailers, whose stocks are light, and whose liabilities are correspondingly reduced.

THE LONDON MARKET—2 P. M.

	Decline
Anaconda	40 1/2
Amalgamated	68 1/2
Atchison	103 1/2
Baltimore & Ohio	107 1/2
Chesapeake & Ohio	65 1/2
Chicago Great Western	167 1/2
Canadian Pacific	135 1/2
Denver & Rio Grande	43 1/2
Erie	25 1/2
Erie 2d	30 1/2
Illinois Central	140 1/2
Kansas & Texas	41 1/2
Louisville & Nashville	128 1/2
Norfolk & Western	86 1/2
Norfolk Southern	44 1/2
New York Central	123 1/2
Norfolk & Western	123 1/2
Pennsylvania	125 1/2
Reading	124 1/2
Rock Island	24 1/2
Southern Railway	117 1/2
St. Paul	175 1/2
Union Pacific	103 1/2
U. S. Steel	45 1/2
U. S. Steel pf.	114 1/2
Wabash	17 1/2

*Advance.

BANKS WINS IN DRACUT.

DRACUT, Mass.—Martin J. Banks (Democrat), who was tied in the election with Walter F. Garland (Republican), for selectman, won two votes on the recount held Friday night and was sworn into that office. The license vote still stands a majority of 20 for no-license.

NEW YORK STOCKS

NEW YORK—Following are the opening, high, low and closing bid of the principal active stocks today:

	Open	High	Low	Closing
Amalgamated Copper	68 1/2	69 1/2	68 1/2	68 1/2
Amer. Car & Foundry	47 1/2	48 1/2	47 1/2	47 1/2
Amer. Ice Securities	28 1/2	29 1/2	28 1/2	28 1/2
Amer. Locomotive	51 1/2	52 1/2	51 1/2	51 1/2
Amer. Smelt & Refining	102 1/2	103 1/2	102 1/2	102 1/2
Amer. Sugar	129 1/2	130 1/2	129 1/2	129 1/2
Amer. Tel. & Tel.	128 1/2	129 1/2	128 1/2	128 1/2
Amer. Tobacco	61 1/2	62 1/2	61 1/2	61 1/2
Anaconda	41 1/2	42 1/2	41 1/2	41 1/2
Atchison	103 1/2	104 1/2	103 1/2	103 1/2
Atchison pref.	102 1/2	103 1/2	102 1/2	102 1/2
Baltimore & Ohio	107 1/2	108 1/2	107 1/2	107 1/2
Brooklyn Rapid Transit	72 1/2	73 1/2	72 1/2	72 1/2
Canadian Pacific	135 1/2	136 1/2	135 1/2	135 1/2
Central Leather	28	29	28	28
Chesapeake & Ohio	65 1/2	66 1/2	65 1/2	65 1/2
Chicago Great Western	167 1/2	168 1/2	167 1/2	167 1/2
Colorado Fuel & Iron	32	33	32	32
Consolidated Gas	62 1/2	63 1/2	62 1/2	62 1/2
Denver & Rio Grande	43 1/2	44 1/2	43 1/2	43 1/2
Erie	25 1/2	26 1/2	25 1/2	25 1/2
Great Northern	140 1/2	141 1/2	140 1/2	140 1/2
Great Northern Ore. ed.	60 1/2	61 1/2	60 1/2	60 1/2
Illinois Central	141	142	141	141
Kansas City Southern	47 1/2	48 1/2	47 1/2	47 1/2
Kansas & Texas	41 1/2	42 1/2	41 1/2	41 1/2
Louisville & Nashville	128 1/2	129 1/2	128 1/2	128 1/2
Mexican Central	20 1/2	21 1/2	20 1/2	20 1/2
Missouri Pacific	62 1/2	63 1/2	62 1/2	62 1/2
National Lead	72 1/2	73 1/2	72 1/2	72 1/2
New York Central	123 1/2	124 1/2	123 1/2	123 1/2
N. Y. & H. R.	139	140	139	139
Norfolk & Western	86 1/2	87 1/2	86 1/2	86 1/2
Norfolk Southern	44 1/2	45 1/2	44 1/2	44 1/2
Northern Pacific	136 1/2	137 1/2	136 1/2	136 1/2
Northwestern	176	177	176	176
Pennsylvania	125 1/2	126 1/2	125 1/2	125 1/2
Pressed Steel Car	70 1/2	71 1/2	70 1/2	70 1/2
Reading	123 1/2	124 1/2	123 1/2	123 1/2
Republic Steel	102 1/2	103 1/2	102 1/2	102 1/2
Rock Island	24 1/2	25 1/2	24 1/2	24 1/2
Sloss-Sheffield S. & L.	71 1/2	72 1/2	71 1/2	71 1/2
Southern Pacific	117 1/2	118 1/2	117 1/2	117 1/2
Southern Railway	142 1/2	143 1/2	142 1/2	142 1/2
St. Paul	175 1/2	176 1/2	175 1/2	175 1/2
Texas Pacific	71 1/2	72 1/2	71 1/2	71 1/2
Union Pacific	103 1/2	104 1/2	103 1/2	103 1/2
U. S. Steel	44 1/2	45 1/2	44 1/2	44 1/2
U. S. Steel pref.	114 1/2	115 1/2	114 1/2	114 1/2
Westinghouse Electric	78	79	78	78
Wisconsin Central	51	52	51	51

BONDS.

	Opening	High	Low
Amer. Tel. & Tel. conv.	147 1/2	148 1/2	147 1/2
Atchison Adj. 4s	101 1/2	102 1/2	101 1/2
Atchison Gen. 4s	101 1/2	102 1/2	101 1/2
Baltimore & Ohio 4s	100 1/2	101 1/2	100 1/2
Chicago Rock Island 4s	78 1/2	79 1/2	78 1/2
Chicago Rock Island 5s	90 1/2	91 1/2	90 1/2
Denver Rio Grande 4s	96 1/2	97 1/2	96 1/2
Illinois Cent. 4s	129 1/2	130 1/2	129 1/2
Mexican Central 4s	84 1/2	85 1/2	84 1/2
N. Y. C. & H. R. 4s	113 1/2	114 1/2	113 1/2
Reading Gen. 4s	100 1/2	101 1/2	100 1/2
Union Pacific 4s	113 1/2	114 1/2	113 1/2
United States Steel 4s	127 1/2	128 1/2	127 1/2
Westinghouse 4s	92	93	92
Wisconsin Central 4s	143 1/2	144 1/2	143 1/2

GOVERNMENT BONDS.

	Bid	Asked
U. S. reg. 2s	101 1/2	101 1/2
do coupon	101 1/2	101 1/2
U. S. reg. 3s	100 1/2	100 1/2
do coupon	100 1/2	100 1/2
Small bonds	100	100
U. S. reg. 4s	119	119 1/2
do coupon	119 1/2	119 1/2
Panama 4s	100 1/2	101 1/2
do reg. 1938s	100 1/2	101 1/2
District Columbia 3-6s	108 1/2	108 1/2
Philippine 4s	100	100

INTENSIVE PLAN GOOD FOR CROPS

A remarkable effort in intensive cultivation is recorded by the head of Wye (Kent) Agricultural College.

Off the experimental plot two crops were raised, the first early potatoes, which were sold in the first week of July, the second, cauliflowers, marketed on Oct. 28. The potato crop realized \$185 per acre, or making full deductions for expenditure, \$95 net profit. The cauliflower realized the large sum of \$200 per acre, or a net return of \$150. Adding the two together the net profit per acre is \$245, says the London Daily Mail.

The manuring was heavy—25 loads of farmyard manure per acre and 600 pounds of artificial for the potatoes, while an additional dressing of nitrate of soda was given to the cauliflowers. But considerably more than full deductions were made for the cost of the manure, as this year's crop, which will be oats, is growing without any additional manure.

HARRIMAN MAY HAVE CONTROL

NEW YORK—Reports were current in banking circles Friday that control of the Kansas City Southern Railway Company was about to pass to E. H. Harriman and his associates, and in some quarters it was stated with a good deal of positiveness that Mr. Harriman had already secured sufficient of the stock to insure control of the road.

Another report was that he had not yet actually closed the bargain, but he had secured an option on certain American holdings which, together with the stock which he had been able to acquire in New York, would give him a majority. In official quarters no confirmation of these reports was obtainable.

CLEARING HOUSE COMPARISONS. Money between the banks quoted at 2 per cent. New York funds sold at 19 cents discount per \$1000 cash.

The exchanges and balances for today compare with the totals of the corresponding period in 1908 as follows:

	1908.	1909.
Exchanges	\$27,405,482	\$19,174,082
Balances	1,416,239	1,281,704

BIDS FOR STATE BONDS. State Treasurer Arthur B. Chapin will receive bids until Wednesday noon, March 17, for various Commonwealth of Massachusetts 3 and 3 1/2 per cent bonds maturing in 1938 and 1940. The total amount of the issue being \$2,888,000.

GOVERNMENT CROP REPORT EXCITES MUCH ATTENTION

Statement of Government Experts to Be Made Monday Is of Greatest Interest to Traders in the Pit.

INDICATIONS GOOD

A good deal of interest is centered in the government crop report, which makes its appearance at 2 o'clock Monday afternoon. The wheat market has been very active for the past week, and fluctuations have been violent. That the market has been very much manipulated is evident from the way prices have moved. Yesterday much excitement prevailed when May wheat broke. The first prices ranged from \$1.17 1/2 to \$1.15 1/2 and had it not been for the support James A. Patten, the big bull leader, gave the market at this point, it is difficult to tell where prices would have gone. Reports from various unofficial sources are that crop conditions are good and bulls in the wheat pit find it difficult to boost prices when good crop reports are coming in. The government crop report is considered fairly reliable, and as it is carefully guarded until it is made public, it is impossible to learn what the government experts think of the crop outlook.

The "Price Current," in its weekly crop summary, says: "While the wheat fields are not uniformly promising in appearance, there are a number of localities reporting important improvements in the situation during the winter, and where the appearance of the fields is not satisfactory, observers are not venturing the opinion that improvement with good weather conditions is unlikely.

"The position at this time remains one of uncertainty, but if during the month of March weather conditions continue to favor the wheat, or do damage it by freezing and thawing or other trying conditions, there seems to be good reason to regard the promise as encouraging. The indications seem to point to considerable of the area sown last fall as in condition to produce a fairly good crop if not disturbed. On the whole, the situation seems to be good since a week ago, and the outlook is as favorable or more so than at the close of the preceding week.

The "Modern Miller" says: "The general condition of winter wheat has improved since last fall, but averages lower than a year ago. No serious damage is reported except in Texas, where prolonged drought is having an injurious effect."

Bradstreet's reports exports for the week: Wheat (flour included) 2,956,977, against 2,953,908 last year; corn, 700,550, against 1,481,489 bushels. For fiscal year to date: Wheat, 140,196,672, compared with 159,094,165 last year. Corn, 20,252,502 against 39,094,306 bushels.

FINANCIAL NOTES

The Wall Street investigating committee, headed by Governor Hughes has invited James R. Keene to appear before it and give information about stock methods and operations.

It is reported that the Harriman interests have acquired one-third interest in Southern Railway and Frisco Terminals at New Orleans giving Illinois Central, Yazoo & Mississippi, Southern Pacific and Central of Georgia access to the Union station.

The plan of the New York Central for refinancing and reorganization of its electric and lighting properties in New York state came up yesterday. It is expected that the Vanderbilt electric properties will be merged as the New York State Railways.

DIVIDENDS

The Chicago Junction Railways Union stock yards have declared the regular quarterly dividend of 1 1/2 per cent on the preferred stock and 2 per cent on the common stock, payable April 1 to stock of record March 1.

The Railway Steel Spring Company directors at a meeting yesterday afternoon, decided to pass the dividend on the common stock. The last dividend paid was 1 per cent in October last, as compared with 4 per cent paid in the fiscal year ended June 30, 1908. The board organized by reelecting retiring officers.

CHICAGO BOARD.

	Wheat	Open	10:30 a. m.	Previous close
May	1.15 1/2	1.16	1.15 1/2	
July	1.09 1/2	1.10 1/2	1.09 1/2	
Sept.	.97	.97	.97	
May	.67 1/2	.67 1/2	.67 1/2	
July	.65 1/2	.65 1/2	.65 1/2	
Sept.	.66 1/2	.66 1/2	.66 1/2	
May	.56	.56 1/2	.55 1/2	
July	.50 1/2	.50 1/2	.50 1/2	
Sept.	.41	.41	.41	
May	17.50	17.52	17.35	
July	10.30	10.30	10.10	
May	9.30	9.30	9.20	
July	9.40	9.40	9.32	

BIDS FOR STATE BONDS.

State Treasurer Arthur B. Chapin will receive bids until Wednesday noon, March 17, for various Commonwealth of Massachusetts 3 and 3 1/2 per cent bonds maturing in 1938 and 1940. The total amount of the issue being \$2,888,000.

BOSTON STOCKS

BOSTON—Following are the opening, high, low and last sales of the active stocks today:

	Open	High	Low	Last
Adventure	8	8	8	8
Arizona Commercial	36 1/2	37 1/2	36 1/2	36 1/2
Atlantic	18 1/2	19 1/2	18 1/2	18 1/2
Butte Coalition	23 1/2	24 1/2	23 1/2	23 1/2
Calumet & Arizona	107	108	107	107
Calumet & Hecla	62 1/2	63 1/2	62 1/2	62 1/2
Centennial	29 1/2	30 1/2	29 1/2	29 1/2
Copper Range	76 1/2	77 1/2	76 1/2	76 1/2
Franklin	19 1/2	20 1/2	19 1/2	19 1/2
Greene-Cannons	9 1/2	10 1/2	9 1/2	9 1/2
La Salle	18 1/2	19 1/2	18 1/2	18 1/2
Mass.	5 1/2	5 1/2	5 1/2	5 1/2
Nevada	17 1/2	18 1/2	17 1/2	17 1/2
North Butte	69 1/2	70 1/2	69 1/2	69 1/2
Old Dominion	49 1/2	50 1/2	49 1/2	49 1/2
Oscoda	130	130	130	130
Parrot	28 1/2	29 1/2	28 1/2	28 1/2
Quincy	88	88	88	88
Santa Fe	214	214	214	214
Shannon	14 1/2	15 1/2	14 1/2	14 1/2
Superior Copper	44	45	44	44
Tennessee	37 1/2	38 1/2	37 1/2	37 1/2
Trinity	13 1/2	14 1/2	13 1/2	13 1/2
United Copper	13 1/2	14 1/2	13 1/2	13 1/2
Utah Consolidated	39 1/2	40 1/2	39 1/2	39 1/2
Wolverine	148	149	148	148
Wyandott	234	234	234	234

RAILROADS.

Atchison.....	103 3/4	103 3/4	103 3/4	103 3/4
Atchison pf.....	102 1/2	102 1/2	102 1/2	102 1/2
Boston and Albany*.....	234	234	234	234
Boston Elevated.....	127 1/2	127 1/2	127 1/2	127 1/2
Chicago Junction pf.....	119	119	119	119
Fitchburg R.R.....	133 3/4	133 3/4	133 3/4	133 3/4
N Y N H & H.....	159 1/2	159 1/2	159 1/2	159 1/2
Old Colony.....	200	200	200	200
Union Pacific.....	175 3/8	175 3/8	175 3/8	175 3/8
West End com.....	95	95	95	95

Contributions on Topics of Interest
by Subscribers are Solicited

THE HOME FORUM

A Page of Interest to All
the Family

First Newspaper Woman

In San Francisco the Honor Belonged to Mrs. Caroline M. Parker.

The pioneer newspaper woman of San Francisco, the feminine Arnold von Winkelried, who made a way for the rest of us newspaper women, was Mrs. Caroline M. Parker. So writes a correspondent of the "New York Sun."

Mrs. Parker was a native of Boston and a descendant of warlike ancestors, since her maternal grandfather was a revolutionary soldier and her father was in the war of 1812. Going to California in 1838, she endured there all the hardships which fall to the lot of her sex in newly settled regions, and in 1807 came to San Francisco from her home in Humboldt in hopes to earn a livelihood for herself and her little daughter. Her initial newspaper work was done on the Pioneer, the first suffrage paper published in San Francisco, and in 1872 Mrs. Parker was doing reporting and special work for the Call, Bulletin, Chronicle and Post. In that same year she obtained a regular position on the Post, of which Henry George was then editor. One of her dearest possessions was an autograph letter from Mr. George in which he spoke of her as having been one of the most valuable members of his staff, and said that she possessed "perfect reliability, a clear, concise, vigorous style and great power of original observation."

Mrs. Parker made a record that did much to dispel the prejudice which had existed on the coast before her time against women journalists.

A Bluecoat the Children's Friend

There is a pretty sight at the Cumberland street crossing of the Huntington avenue car lines when the children of the Cumberland street primary school are abroad. A tall policeman is stationed there at the hours for school-going and home-coming to see the little ones safely across the tracks. He has a cheery word for the youngster with face set toward the daily task, and perhaps a congratulation for the child who is returning with some badge of good conduct or proficiency pinned to his little coat. All the policemen at the city crossings are models of courtesy and patience, but Boston seems to have chosen one of the kindest to guard the steps of the little children.

From the Boston Hymn

And ye shall succor men:
'Tis nobleness to serve.
—Emerson.

The Christian Science Monitor

Published daily, except Sunday, by

The Christian Science Publishing Society

Falmouth and St. Paul Streets,
Boston, Mass., U. S. A.

Publishers of "The Christian Science Journal," "Christian Science Sentinel," "Der Herold der Christian Science," and other publications pertaining to Christian Science.

ARCHIBALD McLELLAN, Editor-in-Chief.
ALEXANDER DODDS, Managing Editor.
FREDERICK DIXON, Associate Editor.

All communications pertaining to the conduct of this paper and articles for publication must be addressed to the Managing Editor.

Entered as Second Class at the Postoffice at Boston, Mass., U. S. A.

TERMS

Single copies, 2 cents. By carrier in the Greater Boston newspaper district, 12 cents the week.

SUBSCRIPTIONS BY MAIL, PREPAID

In the United States, Canada and Mexico:

Daily, one year.....\$5.00
Daily, six months.....3.00
In all other countries:
Daily, one year.....\$8.00
Daily, six months.....4.50

All checks, money orders, etc., should be made payable to The Christian Science Publishing Society, Boston, Mass., U. S. A.

The Christian Science Monitor will be found on sale at all newsstands in New England, and in Christian Science Reading Rooms throughout the world.

Rates for advertising will be furnished upon application to the Business Department.

The publishers reserve the right to reject any advertisement.

Long Distance Tel. Back Bay 4330
Five Trunk Lines.

Eastern Advertising Office, Suites 2092 and 2093, Metropolitan Building, 1 Madison Ave., New York City.

Western Advertising Office, Suite 510, Orchestra Building, 168 Michigan Ave., Chicago.

The Guardian of Gay Sevilla

The Moorish Bell Tower, or Giralda.



ONE OF THE LAST MOORISH BELL TOWERS.

Seville, called the Paris of Spain, is so typical of the gayer side of the Spanish nature that the tall dignity of the Giralda seems strangely out of place there. It is the only one of the old Moorish bell towers from which the call to prayer used to sound out to listening Mahometans that stands in its perfection today. There is a legend that the patron saints of the city have the tower under special protection, and Murillo has an interesting picture, hanging in the Seville gallery, of two gracious, saintly ladies holding between them a miniature of the tower. It stands just beside the great cathedral, second to St. Peter's in size and far beyond it in churchly beauty, at least within. Very little of the original mosque remains in the cathedral, though one of the old gates of the mosque is standing, through which the fugitive from justice might always enter and running into the mosque lay his hand on the sacred book, the Koran, and thus, as he thought, be safe from his pursuers.

The wonderful mosque at Cordova remains almost intact, except as modern

Every sincere utterance of the soul, every testimony faithfully borne to a personal conviction is of use to some one, even when you know it not: * * * a word spoken to some one preserves an indelible influence.—Amiel.

More About the Birds

Every American boy and girl knows a sparrow when he sees it, but do you know the different kinds of sparrows? It will be very well worth your while to watch them closely, to study their markings and observe how each variety has its protective coloring. Perhaps you have never realized how their jaunty, frisking little bodies enliven the winter landscape, and how often you are cheered by their chirpings. We are apt to accept such things as we do the sunbeams, and forget to be grateful for them.

But a little love for the birds is well repaid by the amount of interest they give us in every-day scenes. A very pretty story is told about the chipping sparrow by Nellie Blanchan, who has written a most entertaining book called "Birds Every Child Should Know." He tells how a pair of sociable, friendly little chippies, the smallest members of their clan, decided to build a nest in a little boxwood tree on the veranda of his house right next to the front door through which members of the family passed every hour of the day.

"While we sat within a few feet of the tree," he writes, "both birds would carry into it fine twigs and grasses for the foundation of the nest and later long horsehairs, which they coiled around to form the lining." The writer reflects on where these hairs could have been found, perhaps in the stables where the horses switched their tails against the stalls and again they have picked them up from the road. "But," says the writer, "what amazing bright eyes the birds must have to find them, and how curious the chippies alone of all the feathered tribe should always insist upon using them to line their cradles."

Having these little house builders for such near neighbors gave the family a splendid chance to study the birds' habits, and so gentle and loving were the members of the family that the birds trusted them absolutely. They allowed them to observe at close quarters, taking no fright when they parted the branches of the boxwood to look at them.

vandalism has painted the marble arches in glaring patches of red. Here are a thousand pillars, all differently carved, brought from many different places to beautify this building, second in size to the great mosque at Mecca. The pillars are so arranged that a geometrical vista opens in every direction as one turns about. It is like walking in a forest of marble trees, but how one misses the over-arching blue! A large Christian church has been built into the center of the mosque, which is hardly noticeable, so vast are the original colonnades. The tower here has fallen and been replaced. Near at hand is the Roman bridge with its typical Roman gates, reminding one that Caesar was here even before the Moors.

Rural Prosperity

"What you farmers want is uplift," said the statesman.
"That's right," answered a farmer. "I've got a grand piano, steam heat and a private gas plant. All we want now is an elevator in the house."—Washington Star.

EARLY PEACE SOCIETIES

Charles Sumner as Quoted in Scotland in 1846.

A writer in "Hogg's Weekly Instructor," published in Edinburgh, Scot., in 1846, did not put much faith in the then prevalent activity of the peace societies. He saw that the advocacy of peace was not based on sound conviction, but came merely out of the reaction against war which followed a surfeit. He even cites the reaction against poetry as a parallel, Lord Byron being held up as the case of the latter satiety as Napoleon of the former, and he predicts a return to the shrine not only of the muses but of Bellona. He finds it a remarkable fact that the idea of peace societies sprang up in England and America at the same time, "without concert." The first society was organized in New York in 1815, followed in the same year by societies in Massachusetts and Ohio. The London Society for the Promotion of Permanent and Universal Peace was formally established in 1816, exactly one year after Waterloo. In 1843 a convention summoned the friends of peace to London, 2028 delegates were appointed from Great Britain and Ireland, 26 from the states and 6 from the continent of Europe.

Never until men are governed by the "benignant influence of Christianity," the writer continues, will wars cease to the ends of the earth. He goes on to say that nothing has contributed more to stir interest in the peace societies than "the late American oration" of Charles Sumner, delivered at Boston July 8, 1845. "While its eloquence must be admired by all, greater praise is due its statistics." The economic aspect of the thing appeals to the canny Scot. The public debt in Great Britain in 1839 was over \$4,000,

Buncombe County Heard From Again

Mr. Taft got some amusement out of Mr. Roosevelt's suggestion that "a Buncombe club" would succeed the "Ananias club" in the new administration. This was a reference to Mr. Taft's remark that a speech made by Representative Rainey of Illinois about the Panama canal was "buncombe."

The first regular newspaper published in the United States was in Boston, Mass., in 1704.

Masons Once More to the Rescue

Lord Amherst of Hackney, England, who lately lost all his property under peculiarly trying circumstances and through no fault of his own, has received an extraordinary amount of practical sympathy, say London reports.

It is an open secret that Lord Amherst, who was a pro-grand master of English Free Masons, received offers from his brethren amounting to no less than a million dollars. Lord Amherst, while gratefully acknowledging the offers, declined absolutely to accept the gifts. He intends to sell everything in his possession. He has already sold the greater part of his magnificent library, including the Caxtons, which have passed into the possession of J. Pierpont Morgan, and which caused such a sensation at Southey's book auction recently.

A wonderful courage and patience is shown by his wife, who was a daughter of the late Admiral Robert Milford.

The rare prints of Caxton, dating from the 15th century, are of great interest. These, with Mr. Morgan's other collections, might be within our reach in America if the absurd taxation on art treasures of all sorts could be done away. It deprives us of far more benefit than an income from the duties would represent, since money cannot reproduce works of art of this kind however many new works it might command.

Sidewalks in Litigation

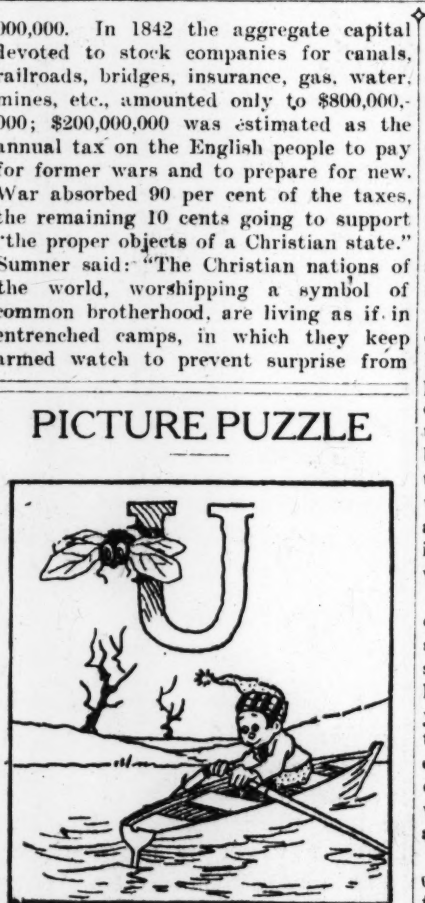
An amusing picture of civic conditions in a small town which has lately been taking on the airs of a city is told by Edith Dickson in the "American Magazine." On one street the attempt to set sidewalks back five or six feet, cutting off the front yards of the residents and making havoc with trees and shrubbery, met with resistance. A suit was brought against the town by property owners, most of whom were women. Operations in that quarter were suspended and for a year or two the sidewalk registered the attitude of the family concerned. The walks of those who supported the administration were set in several feet, but when you reached the premises of a non-conformist you found his walk lying six feet nearer the street. Your progress thus became a succession of zig-zags, which might put an observer under misapprehension about you as a properly balanced character.

In other parts of the town many of the sidewalks lie lower than the surface, through an endeavor to bring them all to a level. Leaves and mud are washed from the slopes above, keeping the walks in such a state that visitors cry, "How bad your walks are!" Miss Dickson says, "Really, we have good walks; the only trouble is that they are laid underground."

Quite Recherche

Departing dinner guest—Thank you so much for your charming and rechautte little dinner.—Punch.

Picture Puzzle



What article of household furniture?

ANSWER TO PUZZLE.
Chisel, rasp, plane, bitstock, scraper, oilstone, hammer.

Precise

The grocer's boy was lumbering up the kitchen stairway with his arms full of packages.
"Boy," said the mistress of the house, somewhat anxiously, "are your feet clean?"
"Yes'm," he answered, still climbing the stairs. "It's only my shoes that's dirty."—Selected.

What tho' our eyes with tears be wet?
The summer never failed us yet.
—Celia Thaxter.

ETERNITY

A great English septic, with a profound love and veneration for the Bible, habitually made use of the phrase the Eternal as a synonym for God. Quite apart from any reasons of scholarship which may be advanced in support of the expression, it has at any rate one advantage which anybody who has thought at all deeply on the subject must recognize: it directs attention to that attribute of Deity which every one accepts theoretically, as a matter of course, and most people repudiate, entirely unconsciously, in their deductions. The word eternal means without beginning and without end, from everlasting to everlasting. Now we are told today, by the foremost archeologist authorities, that we possess the evidences of Cretan civilization for a period of at least ten thousand years before Christ; we are told by geologists that the stellar universe must have been in existence for millions of years previous to the appearance of the neolithic civilization of Crete, yet the very people who insist that the physical universe is the creation of God talk of the eternal life of human beings coming into existence a hundred centuries after the earliest vestiges of Cretan civilization. This is merely a single example of the hopelessly contradictory and unscientific way in which the word eternal is used in popular theology, though with a consistency rooted in inconsistency, the very people who use the word eternal in this fashion number in their ranks those who are most critical of Mrs. Eddy for insisting on the logical consequences of the admission of the eternity of divine Principle. Time is nothing but the expression of a belief in finiteness, and the moment any one begins to question the infinity of God, in any direction, the entire Christian standpoint is brought into question. Yet so absolutely confused is human thought on the subject that even Shakespeare could write:

"All that lives must die,
Passing through nature to eternity."

From one end to the other the Bible rings with the fact that God is Life. If, then, man is the image and likeness of God it is inconceivable that the life of man is something which comes into existence, "Tomorrow, and tomorrow, and tomorrow, in this petty pace from day to day, To the last syllable of recorded time, And all our yesterday have lighted fools The way to dusty death."

Man's life is eternal because as Paul wrote to the Colossians it is "hid with Christ in God." So that if it has a beginning tomorrow, and tomorrow, and tomorrow, as the world seems to imagine, the inevitable conclusion is that God, in other words divine Omnipotence, is learning something day by day he did not know before, and once more the supposed law of finite infinity which appears an almost integral portion of human logic begins to manifest itself. This, without a doubt, represents the confused picture of eternity and immortality held by the average man, against which the teachings of Christian Science are so strong a protest.

Theology talks of man's immortal

soul by which it means the spiritual and eternal element of a man born yesterday in the flesh, and then in the next breath quotes the saying of Ezekiel, "The soul that sinneth it shall die." It is obviously impossible that anything that is immortal can die. The soul that dies is man's false material sense of life "conceived in sin and brought forth in iniquity." God alone is Spirit and is Soul, and as man is the image and likeness of God, man must of necessity be spiritual and not material. What the image and likeness of divine Spirit is mortal sense is quite incapable of surmising. The best it has been able to do up to the present time has been to picture infinite Spirit in a finite material form. And this because it is perpetually engaged in attempting to graft a sense of eternity on to its own consciousness of mortality, instead of realizing that mortality is a mere sense of the limitation of Life, that is of God, who is without beginning and without end. This sense of limitation is, of course, fostered by the human mind, the carnal instincts of which constitute the enemy against God, and consequently against Life, the wages of which is death.

It is the aim of Christian Science to heal this mental condition, by showing humanity how it may begin to acquire the mind which was in Christ Jesus, the man whose knowledge of God, whose perception, that is to say, of spiritual Life was so clear that he was able to heal the sick or raise the dead by a word. It is impossible to suppose that if Christ Jesus had believed that the grave was the gateway to eternal life he would have barred that gateway to the sick or summoned the dead back through it. "I am come," he once said, to the Pharisees about him, "that they might have life, and that they might have it abundantly." Christ Jesus' idea of abundant life consisted in overcoming death, not in submitting to it. This, however, did not constitute to him an eternity of physical existence, as the critics of Christian Science seem to imagine it must. "It is the spirit that quickeneth," he said; "the flesh profiteth nothing: the words that I speak unto you, they are spirit, and they are life." The gospels are the record of the manner in which Christ Jesus conquered death because he had first conquered the flesh. "I am the way, the truth, and the life," he said; "no man cometh unto the Father, but by me." The way Christ Jesus came to the Father was by overcoming the world, all the material beliefs which constitute limitation to the recognition of spiritual Truth. It is the individual effort to follow in his footsteps which constitutes every man's warfare with the flesh, and just exactly in proportion as the battle is won will he see, in the words of Mrs. Eddy on page 312 of Science and Health, how true it is that "What to material sense seems substance, becomes nothingness, as the sense-dream vanishes and reality appears."

Awake! Resolve earnestly on self-culture. Make yourselves worthy of your free institutions, and strengthen and perpetuate them by your intelligence and your virtues.—William Ellery Channing.

What President Eliot Thinks

The editor of "Everybody's" reminds us that President Eliot talks intimately, like a father, to Harvard boys, and goes on to quote what he said to the Harvard club of New York City.

"We are on the brink of a vast ocean of undiscovered truth. We have just had a striking example of this in wireless telegraphy."

"Perhaps you think that these 50 years have been remarkable and that my successor will not have as much fun as I had. He will. The development of the natural resources of this country has only just begun. The Harvard University of the future is bound to be of more use than the Harvard University of the past."

"I suppose you would like to know some of the thoughts that come to me as I retire from the presidency of Harvard University. I confess that I have had some difficulty in listening to such praise as has been given to me to my face, but in the last four months I have rather got used to it."

"The reward that has come to me is more than any individual can take in. I feel the greatest gratitude for the privilege that I have had—a privilege of sure growth. You may be sure that no man can stand in my place without experiencing personal enlargement. I have always met men and women on their best sides. Nobody appears to better advantage than when he is talking about the welfare of his children."

"The American people believe in nothing so much as in education. To them it insures the perpetuity of free institutions. It is a faith with them, almost a religion."

"We are developing in this country a new religion. I am sure that it is not too much to describe it in that way. Perhaps it is merely an old religion under a new name. It is the religion of service. And education must be used as the preparation for service—for the giving of pleasure to others. The rendering of service—that is the supreme reward."

Life means learning to abhor the false and love the true, day by day.—Robert Browning.

What Is In a Word.

Much, It Seems, in Thanks of Congress.

An interesting illustration of the differences existing between women on the question of suffrage has lately come out in Washington. Mrs. Russell Sage and Miss Anna Warner donated Constitution Island in the Hudson, opposite West Point, to the United States, and Congress had to acknowledge the gift in a vote of thanks. Ordinarily a vote of thanks from Congress means that the thanked individual has the privilege of the floor of both House and Senate in reply. A resolution of thanks was in this case passed by the House and thus for the first time in the history of Congress the privilege of the floor was granted to a woman. When the resolution came to the Senate, however, it was referred to the committee on military affairs. The clerk to this committee, it develops, is a woman, Mrs. Lena Wells. She saw what the indifferent men folk had passed over—the opportunity for women contained in that little word "thanks." True to her duty to her committee, if, as some of her sisters feel, false to them, she brought the thing to the gentlemen's attention. The resolution was amended to read "gratitude and appreciation," and thus was forestalled any possible intention of the ladies to speak to the august lawmakers as man to man. Mrs. Sage's well-known interest in the cause of suffrage makes it possible that this extraordinary opportunity would have been made use of, had not Mrs. Wells intervened.

Another Dickens Story

Charles Dickens was always full of interest in the games and amusements of his children and was always helping them to plan merry-makings. One day he proposed a charade for the evening and the whole morning was spent in rehearsing and getting ready for it. At lunch time somebody asked, "But who will be the audience?" Sure enough, everybody in the house had a part in the play, and there would be no one to guess the charade. So invitations were sent out in a hurry to neighbors, cake was baked and goodies got ready, and all in a moment, as it seemed, there came about a merry evening party, and the charade was a great success.—"My Father as I Recall Him."

In Full Flower

If budding genius is really genius we shall never find it beginning to blow.—Whimlets.

Science and Health

With Key to the Scriptures

The text book of Christian Science

Mary Baker Eddy

A complete list of Mrs. Eddy's Works on Christian Science with descriptions and prices will be sent upon application

ADDRESS

Allison V. Stewart

PUBLISHER

Falmouth and St. Paul Sts.
Boston, Mass.